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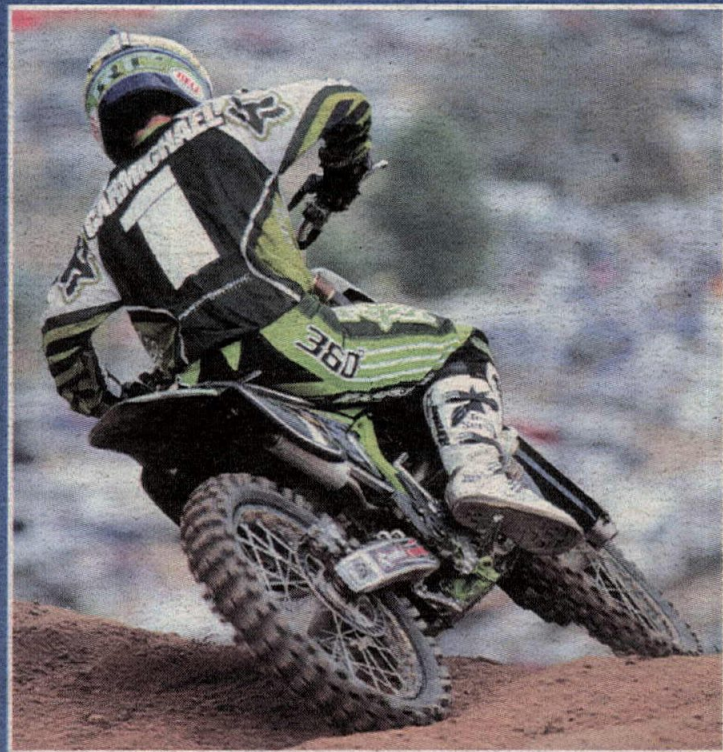
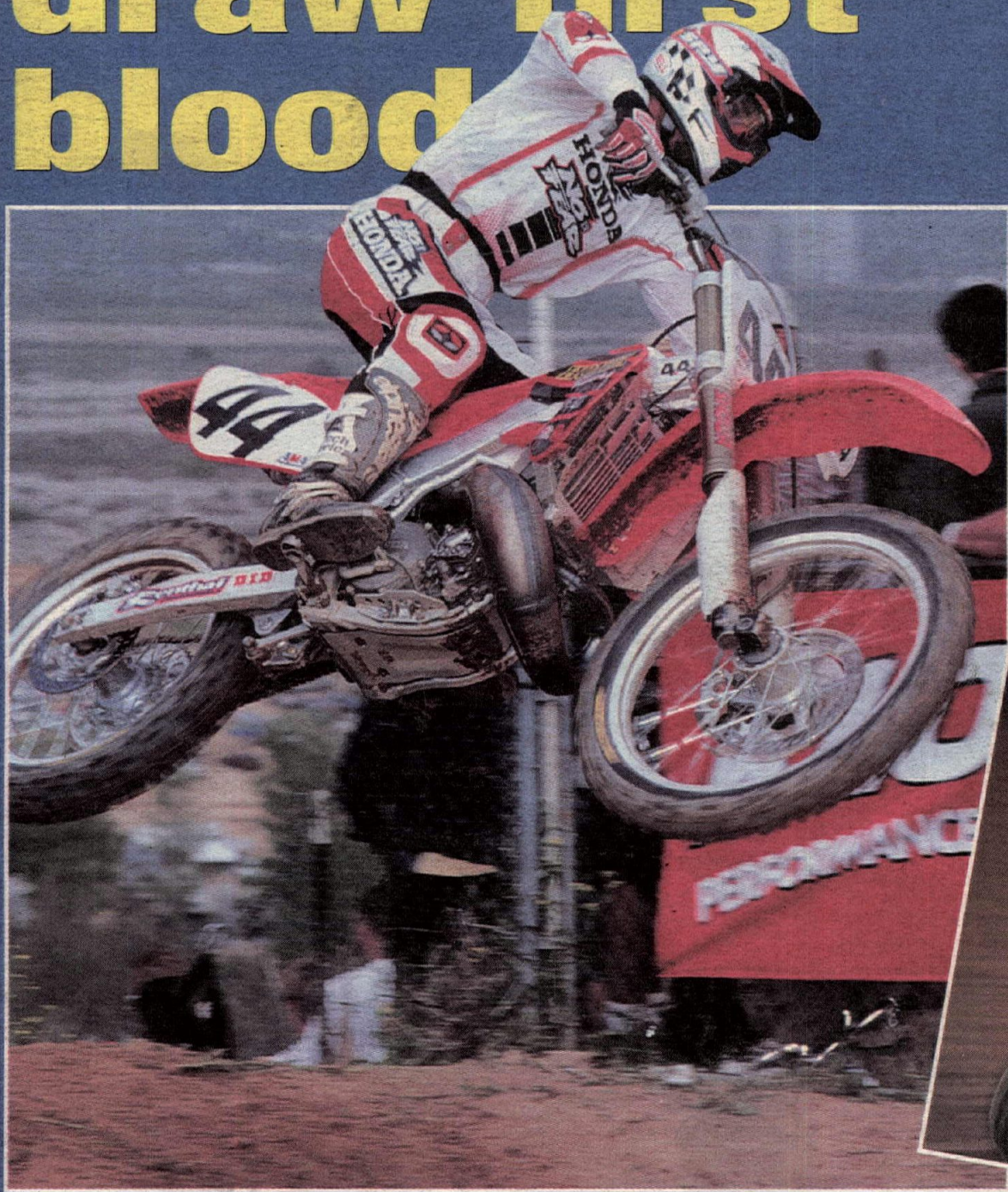
America's weekly motorcycle newspaper

May 19, 1999: Number 19

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AMA National Motocross Opener

Tortelli, Carmichael draw first blood



Grand National Dirt Track

Springer ain't done yet



TIME DATED WEEKLY NEWS

PLUS: Criville wins Spanish Grand Prix;
Mojave Dual Sport Adventure; World Motocross;
Cow Palace Indoor Short Track; Moose Run and more...

TIME DATED MATERIAL MAILED MAY 11, 1999

Shane Watts (KTM) won round six of the Grand National Cross Country Series in Manahawkin, New Jersey, on May 9. Rodney Smith (Suz) finished second, followed by Paul Edmondson (Suz), Fred Andrews (Kaw) and Jim Jarrett (Kaw).

S.B.R. Semoff Bros. Racing (Yam) was the overall winner at round two of the WERA National Endurance Series, held at Gingerman Raceway in South Haven, Michigan, on May 8. Second in the six-hour race - 3 1/2 of which was rain-soaked - was **Arclight Racing Suzuki** (Suz), with **Army of Darkness** (Suz) third.

According to a release from the **Buell Motorcycle Company**, they have issued a voluntary recall of models built between 1994 and 1999 to correct "several components." The release states that "the voluntary recall will effect no more than 18,637 motorcycles, of which 12,400 were sold in North America." Affected components include motor mounts, battery cables, rear-brake lines, side-stand switches, fuel-tank retention systems, fuel-tank vents, swingarms and shock eyes. "The safety of Buell riders is of utmost importance to all of us at Buell," said Jerry Wilke, the chief executive officer of Buell. "These recalls were declared voluntarily pursuant to the National Highway Traffic Safety Administration regulations. Erik Buell, our chairman and chief technical officer, and I will be working closely with our employees and dealers to update these motorcycles quickly so our riders can continue to enjoy their motorcycles and riding season."

The **United States Tobacco Company** will increase its support of motorcycle racing in 1999, through an agreement with the **Clayton Memorial Foundation**. U.S. Tobacco will contribute 33 cents for every ticket sold at each of the AMA National Motocross Series events in 1999, up to a maximum of \$70,000. "The Clayton Memorial Foundation is there long after the race is over, helping injured riders when they have nowhere to turn," said Andy Hoefer, manager of marketing promotions for U.S. Tobacco. "It is an honor to be associated with this excellent organization and give back to those athletes who provided excitement and entertainment to thousands of race fans each year." In addition, U.S. Tobacco will increase its Pro Privateer Challenge by more than 25 percent, awarding prize money at each of the 12 outdoors to the top two privateers in both the 125 and 250cc classes. This year's program will award \$1000 to the top finishing privateer and \$500 to the runner-up. Additionally, year-end awards of \$5000 and \$2500, respectively, will be awarded to the season's top privateer in each class, bringing the total amount of the fund to \$51,000 for '99.

Speedvision Productions has announced that **CBS Sports** will broadcast coverage of the **Toyota World Supercross**, scheduled for the Rose Bowl in Pasadena, California, on November 20. The race will air on December 11 from 1 to 2 p.m. Eastern time. Speedvision will rear the event on December 21 from 8 to 9 p.m. Eastern time. The Rose Bowl event will be the U.S. stop on the four-race World Supercross Championship calendar. Jeremy McGrath, Jeff Emig, Larry Ward, Ezra Lusk and Robbie Reynard have already committed to the series, according to Speedvision Productions. In addition, Toyota has signed on as the official title sponsor of the race.

Barona Speedway Park, near San Diego, California, is under new management and has been completely renovated. Fast

Dooohan injured in Spain

Halfway into Friday's qualifying session for the Spanish Grand Prix at Jerez on May 7, five-time 500cc World Champion Mick Dooohan was high-sided when he ran up on the white paint lining the outside of a 120-mph, third-gear left, crashing spectacularly and ending any chance he had of a sixth consecutive 500cc World Championship.

It was only the fourth lap of the session, which he sat out of until it was a third over since rain had fallen just prior to the start and the track was partially wet.

On the previous lap, his third complete lap, Dooohan had dropped down into the 1:46 range, still well off the 1:44 that was the mark he'd set in the morning session, but had had a scare when he hit the paint in a different section of the track. He got away with that one, but this time the NSR500 cartwheeled destructively and Dooohan was thrown from the bike into a trackside barrier.

He was taken to the infield medical center, then transferred to the Virgen Del Rocio Hospital in nearby Seville. A statement released at the hospital said that he suffered a "fracture of the external part of the right collarbone, a slight contusion and hematoma of the right shoulder, a left-wrist radio fracture, a tibial plate fracture of the right knee, and multiple contusions and abrasions with no serious consequences."

It was the same leg he grievously broke in his crash at the Dutch Grand Prix in 1992. The leg and wrist were both put in casts. Treated separately, none of the injuries are considered serious. As it is, Dooohan's crew chief, Jeremy Burgess, said that Dooohan might return for the Czech Grand Prix at the end of the long summer break on August 22nd.

"I don't know if this accident will reinforce his decision on whether to retire at the end of the year or not," Burgess said. "He's said all along that he'll continue racing as long as he's enjoying it."

In a statement released by the Shell Advance 250cc GP team, which he partly sponsors, Dooohan said: "Grand Prix racing is not going to see me leaving in an ambulance. I'll be back."

Burgess, who spoke to Dooohan after the accident and again after he went to the hospital, said he was in good spirits and aware of how the crash happened.

"I've been lucky many times in the past and I've often managed to avoid serious crashes, so I'll just have to accept what happened yesterday," Dooohan said in a statement released by his team. "I now expect that Alex Criville will be able to fight Kenny Roberts Jr. for the championship."

Dooohan was flown in his private jet to London's Heathrow Airport on Saturday morning, where he transferred to a flight to San Francisco. He had a preliminary examination after landing on Saturday and was going to see doctors again on Sunday to determine the next course of action. An operation was possible as early as Sunday.

The consulting physicians are Dr. Arthur Ting and Dr. Kevin Louie. Dr. Ting had recommended Dr. Louie to Dooohan when Dooohan needed to be fitted with the Ilizarov birdcage (an external fixator device) that Dooohan utilized during the off-season in 1993, following his crash at Assen in 1992. Depending on the severity of the break to the leg, the bone could be left in plaster or



further surgery could be recommended. Grand Prix medical officer Dr. Claudio Costa said the break was badly fragmented, which virtually ensures the need for surgery. What isn't known is how much collateral damage was done to the knee. Ligament damage would require a more strenuous course of rehabilitation and might delay his return to racing. He is expected to remain in the San Francisco area for some time.

The track was especially treacherous at the time of Dooohan's crash. Moments earlier, Suzuki's Kenny Roberts Jr. had crashed on a white line and Marlboro Yamaha's Max Biaggi was nearly brought down, miraculously surviving a colossal "flying W."

Team Suzuki's Roberts made it clear that Dooohan's absence was felt by the rest of the 500cc class, and that he was the standard of excellence.

"I'm not trying to take anything away from the other guys - we're the fastest motorcycle riders in the world," Roberts said. "That's why we're doing this. But for me it was something to train for and something that hadn't changed the last five years. So you get that in your mind and you get motivated in that direction. I'm not riding any different. My mental outlook is to try to be as consistent as possible and try and finish on the podium in every race, which I think we have a good chance of doing. I'm sure Alex (Criville) feels the same, Max (Biaggi) as well. It's just something that we wanted to beat Mick (Dooohan), and we wanted to do it on a level playing field and if he's not here, it doesn't mean that I don't want to win on Sunday. It's the same for everybody else. It takes a little bit out of it."

Marlboro Yamaha Race Team's Carlos Checa said, "Not having Mick around is like having an orchestra without a conductor." Teammate Max Biaggi added, "We all feel very sorry for him; he's the greatest rider around and now he's out of the championship."

Contrary to early reports, Repsol Honda won't have to replace Dooohan, according to Burgess. Burgess explained that teams normally have two races to replace an injured rider, but that's only if the team had just one rider and was in jeopardy of not fulfilling its contract with IRTA. Since the Repsol Honda team is still well-represented by Tadayuki Okada, Alex Criville and Sete Gibernau, the team won't replace Dooohan. Burgess pointed out the difficulty of replacing a rider of Dooohan's stature.

"Who are we going to get?" Burgess asked. One name that popped up was Australian Daryl Beattie, who's looking to make a return to racing after more than a year and a half away from the sport.

Track Enterprises has expanded the track to a slightly-banked quarter-mile. Racing will take place on seven different Saturday nights, beginning on June 5, with Open Pro, Sportsman, Vintage and Quad classes scheduled to run on a TT track. For more information, call 619/669-1303.

The weekend of May 21-22 will see the grand opening of **Orange County Harley-Davidson**, the largest Harley-Davidson and Buell dealership in California and the eighth largest in the United States. The 25,000-square-foot facility is located in Irvine, just off the 405 Freeway.

On Monday, May 3, **Excelsior-Henderson Motorcycle Manufacturing Company** announced the closing of a private placement of \$10 million of Series D Convertible Preferred Stock with two institutional investors. The conversion price of the Series D Preferred Stock is \$7.65, a 10-percent premium over the recent market price, and is fixed for at least the first 12 months after closing. Excelsior-Henderson trades on NASDAQ under BIGX.

Team Race Against Cancer 4 Kids' **Joe Cubbage** called to clarify what happened

to him when he crashed while leading the AMA 250cc Grand Prix race at Laguna Seca, held May 2. Cubbage said that he had already passed the lapped rider entering turn seven, and that upon entering turn eight, the actual reason for his fall was a 2-foot-by-3-foot patch of dirt, a hazard he says he wasn't warned about by the corner workers. "Yes, it's true that I did hoot, holler and scream at the corner workers, but it was so that they would use the flags, and then to use the broom to try to clean it up," Cubbage said by telephone on May 6. "I feel like I was robbed of the win. What upset me was that the corner workers didn't do their job. We're just trying to move ahead and put this behind us."

PACE Motor Sports held its annual **supercross banquet** on Sunday, May 2, in Las Vegas, Nevada, and handed out the following awards: Vans Triple Crown Award, Ezra Lusk; Transport Driver of the Year, George Ellis; AMA Special Recognition Award, Duke and Sonnie Finch; 100-Percent Award, Mike LaRocco; C.E. Altman Top Privateer Award, Tim Ferry; Mechanic of the Year Award, Randy Lawrence; Lifetime Achievement

Award, Keith McCarty; Dave Coombs Sr. 125 Shootout Award, Nathan Ramsey.

According to the Californian Motorcycle Dealers Association, the California Department of Motor Vehicles began issuing "Red Stickers" - a new category of off-highway proof of registration - on April 22. These stickers identify the vehicles to which they were affixed as noncompliant with California's new off-highway engine-emission standard that went into effect on January 1, 1997. Motorcycles and ATVs with red stickers can be legally used in public off-highway recreational areas in designated months when the ozone levels are the lowest. These usage periods will vary from area to area, although about one-third of California, in mainly rural areas, will be open to use by red-stickered off-highway vehicles year-round.

The **USCRA/AMA Vintage Motorcycle Grand Prix**, scheduled for June 14 at New Hampshire International Speedway in Loudon, New Hampshire, will feature Dick Klamfoth Day, with Klamfoth serving as guest of honor. Klamfoth, a three-time Daytona 200 winner

and a multi-time Laconia winner, will lead the Gypsy Tour around the race track when they arrive from Laconia on the morning of the race. For more information, call 603/226-5858.

Lotus Tours has announced that a formal agreement has been signed with the U.S. Ducati importer, Ducati North America, and the U.S. dealership network to market and operate a fly/buy/ride European delivery program. The new program will sell U.S. and California-spec bikes at U.S. manufacturer's suggested retail prices and includes a \$600 gift of Ducati Performance Parts and/or Ducati Gear for all factory delivery bikes picked up in Bologna, Italy. The four delivery dates scheduled for 1999 are May 25, June 23, July 18 and September 13. The dates are in conjunction with a Lotus tour of the major mountain passes of Italy, Austria and Switzerland. For more information, call 312/951-0031.

Grand National dirt tracker **Will Davis** will be visiting with children at the St. John's Hospital Carol Jo Veechie Woman & Children's Center in Springfield, Illinois, on Friday, May 28. Davis, who is a member of Racing For Kids, will then attempt to win the Springfield Mile on Sunday, May 30.

Sotheby's will hold a vintage-motorcycle and -bicycle sale on September 12 in Chicago, Illinois, featuring antique and classic motorcycles. The cornerstone of the event will be motorcycles from the prestigious collection of Frederick G. Wacker Jr., a prominent Midwest collector, including a rare 1922 Ricardo Triumph 550, a rare 1950 Vincent 1000 Custom, and a red-and-black 1924 Harley-Davidson JD. Another private collector has consigned a 1931 Indian Chief. For more information on the sale, call Larry Sirolli or Anne Harvey at 312/396-9599.

Promoters of the **Summertime**, scheduled for July 10 at the Los Angeles Memorial Coliseum, have announced the purse structure for the event. The winner of the 250cc event will pocket \$20,000, with second place earning \$10,000 and third getting \$7500. Competitors finishing in fourth through 20th will each win \$2300. Entry is limited to 40 invited riders, with each receiving 10 paddock credentials, 10 complimentary tickets and two field credentials for mechanic and team manager. In addition, promoters have also announced that **Larry Huffman** will be announcing the Summertime event.

The permanent retail-price reduction listed in a recent release from **American**

Honda was incorrect. The correct manufacturer's suggested retail price for the 1998 CBR1100XX is now \$9999.

Suzuki is again sponsoring the **Rock 'n' Roll Marathon** in San Diego on May 23, and a Hootie & The Blowfish concert has been scheduled for the night of the race in San Diego's Gaslamp District.

The July 8-11 **WERA Cycle Jam** at Road Atlanta in Braselton, Georgia, will feature a Dale Singleton Memorial Event that will include the display of several Yamaha TZ750s, including Singleton's Daytona winner.

Acclaim Sports, a division of Acclaim Entertainment Inc., a leading worldwide interactive-entertainment company, has announced that they have resigned **Jeremy McGrath** to an exclusive multiyear endorsement deal. McGrath will be featured in Acclaim Sports' Jeremy McGrath Supercross 2000 for Sony PlayStation, Nintendo 64, Color Gameboy and Windows 95/98 computers.

Dave Matson, who recently started running motocross practice sessions at Prairie City SVRA in Sacramento, California, has announced a motocross race series under the name **California Cross** that will begin on June 6. For more information, call 916/782-8511.

Moto Laverda, Ducati of North America and European Cycle Specialties will host **Corsa Italia '99**, a benefit ride dedicated to raising money for St. Jude Children's Research Hospital on May 16. The 50-mile ride will begin at European Cycle Specialties in Garden Grove, California and will end at Irvine Lake in Irvine, California. For more information, call 714/530-2711.

The FIM has announced that a round at the Dino e Enzo Ferrari Circuit in **Imola**, Italy, has filled the open date in the World Championship Road Race Series. The race, which will be round 11, will be held on September 5.

An additional two-week **Alpine Adventure** has been added to Beach's Motorcycle Adventures' 1999 schedule. Beginning on May 30, five two-week tours of Europe will be offered. For more information, call 716/773-4960.

Kawasaki has expanded its contingency program to include the 1999 AMA Women's Motocross League National Championship Series. The women racers will have the opportunity to win

Gollob wins, Hancock on track at Czech Speedway GP

Former World Speedway Champion Greg Hancock started the new Grand Prix series in style with a hard-fought second place at the opening round of the 1999 World Individual Championship Series at Prague in the Czech Republic.

The 1997 title winner made no mistakes in qualifying for the final with a combination of fast starting and determination, coming from the back, but he was forced to play second fiddle to Polish ace Tomasz Gollob (right) on a wet and miserable night.

Gollob started with a second place behind Hancock in heat 13, but he produced the goods when it mattered most by gaining revenge over the American in the final. Sweden's Jimmy Nilsson was the favorite going into the final after winning all of his qualifying rides, but conditions were changing so fast with the rain pouring down that it meant anything could happen. And it did, as Nilsson elected to take the inside gate in the final, leaving Hancock off gate two, Australia's Jason Crump off three and Gollob off the outside.

Gollob made a dream start and swept around his rivals to pull clear and secure the victory, which will give him confidence for the next five rounds throughout Europe this summer.

Reigning World Champion Tony Rickardsson was controversially excluded from heat 19 for moving out of the starting blocks when the rest of the riders were ready, eliminating his chances of making the final. America's other GP-riding former World Champion, Billy Hamill, had a miserable start to the series, crashing out after his second ride.



John Hipkiss

over \$6000 in posted contingency from Kawasaki.

PURCHASED: Twistgrip magazine, by a newly-formed investment group consisting entirely of the magazine's employees, from previous owners High Speed Productions Inc. Editor John Garner, who will lead the new management team in taking control of the magazine, formed the group.

CANCELED: The CCS Mid-Atlantic and Southeast Regions road race event scheduled for June 12-13 at the Carolina Motorsports Park, due to delays in the completion of the paving project. No replacement date has been announced. For more information, call 828/684-4297.

OPENED: Pro Action Suspension at 4248-B, Sunset Lane, Shingle Springs, CA 95682, 530/672-7420.

OPENED: Team 1 One Racing's home page on the World Wide Web. The site can be found at the following address: <http://www.team-1-one.com>.

OPENED: Cosmopolitan Motors' home page on the World Wide Web. The site can be found at the following address: <http://www.cosmotor.com>.

OPENED: Beach's Motorcycle Adventures' home page on the World Wide Web. The site can be found at the following address: <http://www.beachsmca.com>.

CORRECTION: Big Valley Honda, the site of an autograph signing with Heath Voss, is in Reno, Nevada. For more information, call 775/322-4311.

OPENED: A Hayabusa home page on the World Wide Web. The site can be found at the following address: <http://www.hayabusa.org>. **CN**

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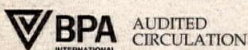
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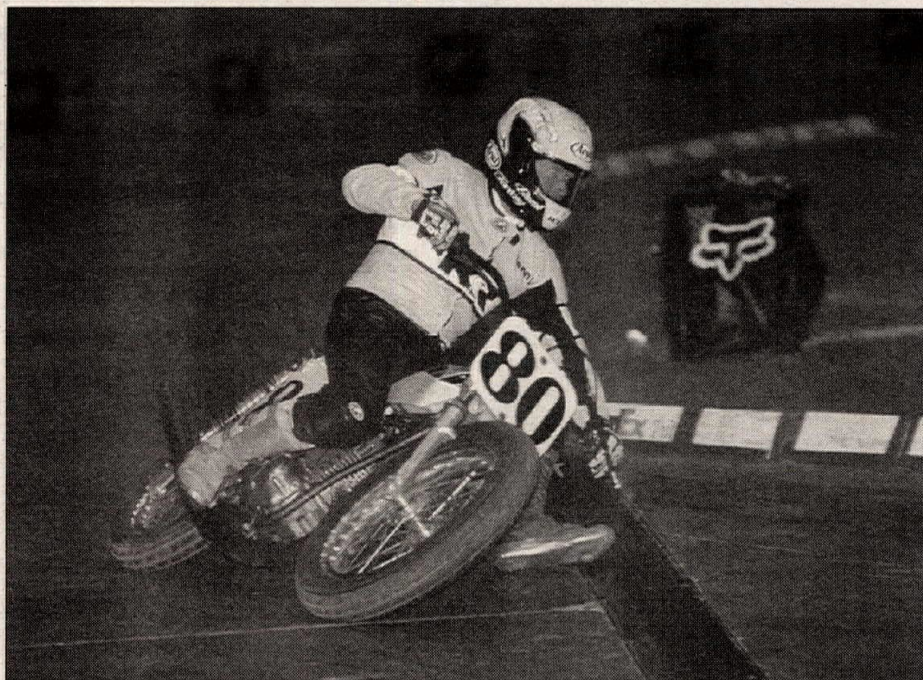


PHOTO BY MITCH FRIEDMAN

Kenny Roberts put on a show for the fans at the Cow Palace in San Francisco.

Viva Las Vegas

On May 1, 1999, I attended the supercross final in Las Vegas. I was treated to some of the best racing I've seen all year. Unfortunately, I was also treated to some of the worst behavior by a lot of irresponsible fans.

If PACE/Sam Boyd Stadium cannot control these idiots, this will be the last final I attend. Since security could not take care of the problem drinkers, I politely asked them not to stand on their seats. I thought I was going to get into a fight.

Disney/Anaheim set a great standard early in the season, and other venues should pay attention. How about a little less profit and some beefed-up security?

Al Perry
Placentia, CA

Laguna restart

After reading your article on the AMA Superbike National from Laguna Seca, I applaud the AMA officials for making the right decision - but I chastise them for taking so long to arrive at that decision.

The best strategy would have been for the AMA officials to state, with forcefulness and with conviction: The

rules state that we restart the race if it's less than 80-percent complete (which it was) - on the condition that the track was clear and presented no danger to the riders (which it was).

As far as I'm concerned, it was a no-brainer. The fact that Mat Mladin, or anybody else, didn't like it shouldn't matter one bit. What the hell do you have rules for, anyway? You have rules, so you stick by them. This way, decisions are never left to the subjective whims of the human mind.

You want the rules to change? Great - do it in the off-season, when everyone gets a vote. Not now.

Anyway, Anthony Gobert stood to lose more than anyone else, so Mladin's cry-baby routine doesn't cut it with me.

D. Lacerda

lacerdad@icarus.ssd.loral.com.

A bunch of whiners

I'm not a paid racer, but these factory racers seem to be a pack of whiners, always blaming their shortcomings on somebody besides themselves. I constantly see where the factory riders (AMA Superbike, World Superbike) are complaining about slow riders on the track - as if they were never slow. They think they have obstacles - they should try and ride with the rest of us. One of

my rides last year was six hours, no rider change, and 936 miles - you figure the average speed.

This ride is with cars, semi-tractors and 300 miles of rain. Promoters of motorcycle road racing often wonder why it's hard to get a large fan base in this country - it's because we pay to see them race, not whine.

Cris E. Murray
votd@email.msn.com

Glory days

If you can recall the glory days of flat-track racing, or only know them from books and old magazines, you should have been at the Cow Palace on May 1 for the West Coast Indoor Championship and A&A Racing Service Tribute to Ray Abrams. If you missed it, you have my sincere condolences.

Rod Lake, Dante D'Ambruoso, Rochelle Abrams and their friends waved a collective magic wand over the old auditorium and, for one night, recaptured the glory of a lost era. For a never-was racer like myself, it was an unforgettable opportunity to ride on the same track as the legends of the sport - the equivalent of playing fantasy baseball with Babe Ruth, Lou Gehrig or Willie Mays.

By far the greatest moment came when the legends rolled out for the main event. The air crackled with tension. Riders like Mike Yarn and Keith Mashburn, who hadn't been aboard a racing motorcycle for 25 years, lined up for the start. The desire to win was still evident, though their skills may have been dulled by time. The gunfighters' eyes of their youth were undimmed by the creases of age around them.

Rick Hocking was on the front row, his entire body looking like it was vibrating with barely contained energy, like a mongoose ready to tangle with a cobra. John Gennai, on the pole, was poised like a cat ready to pounce. When the green flag dropped, he was into the first turn like a cheetah after a gazelle, moving himself and the motorcycle in one fluid motion.

And then there was Kenny Roberts. Even from the stands, he radiated the cool detachment of an open-heart surgeon stepping into an operating room, wielding the Yamaha like a scalpel - perfect economy of movement, no wasted effort, working his way through the race like it was an algebra equation.

Okay, maybe I was carried away by

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ON THE FRONT COVER

Sebastien Tortelli and Ricky Carmichael stormed to victories in the AMA National Motocross Series opener at Glen Helen. Photos by Kinney Jones. Jay Springsteen, meanwhile, won the Hagerstown Half Mile. Photo by Dave Hoenig.

nostalgia. Maybe my 37-year-old eyes looked at the scene with the heart of an 11-year-old boy, my well-thumbed program gripped tightly in my sweating hands, but I don't think so. I think everyone there saw what I saw. Those guys really were as fast as we all remembered.

Chris Rudy
Ben Lomond, CA

Like starving wolves fighting over the last piece of raw meat, my fellow editors and I wrestled over Bill Spencer's coverage of the event (page 38), each of us wanting to edit even just a small part of the story, though there was only room for one pencil, the lead of which was blackened like the tarmac of the parking lot that sits outside our office... Editor

Emerald Downs

After reading several letters to the editor in addition to ongoing rumors, comments and recommendations regarding racing-track conditions for the Seattle Mile at Emerald Downs, it's time someone addressed the facts of the issue.

Thanks to the considerable efforts of promoter Agajanian Presents, along with help from supporting officials at Emerald Downs and local dirt track promoters like myself, the inaugural running of the Seattle Mile was made a reality. A sold-out crowd saw the nation's best riders compete on a mile oval for the first time ever in the Pacific Northwest. Yes, last year's race saw track conditions that bordered on raceable and even safe, so let's talk about that.

To set the record straight, Emerald Downs is a \$200-million-plus, state-of-the-art thoroughbred-racing facility. The racing surface at Emerald Downs is not sand, as many armchair quarterbacks, or in this case the track preparer, have commented. It is a multimillion-dollar horse-racing surface called Sports Grid. It consists of a combination of layers, including drainage piping, rock, large-grain sand and a top eight inches of man-made dirt. It cannot simply be scraped off or cut down to expose some miracle dirt-track-racing clay below the surface. The fact is, Emerald Downs officials are very protective of what they will allow in preparation of our motor-cycle-racing event.

At last year's race, our hands were tied and we did the best we could. We learned a lot from that race, and with

the success of the event, Emerald Downs is now agreeable to several track-preparation improvements. Gene Romero has been converting these horse tracks into Grand National Dirt Track racing surfaces for 20 years. He is the best there is and, with the help of Emerald Downs groundskeeper Wayne Damron, we are confident that this year's race will be much improved.

As a final word to all the naysayers and Negative Neds out there, we are privileged that Emerald Downs has invited us back into their home to do our thing once a year. We are privileged that the City of Auburn, Washington, has allowed us to hold a motorsports event within the metropolitan city limits. Finally, we are privileged that Chris Agajanian and Agajanian Presents Inc. have the interest in and have put the effort into bringing an AMA Mile National to the Pacific Northwest. Let's all be thankful and enjoy.

Bob Moran
Seattle, WA

No complaint here

Having read all of the spectator complaints regarding supercross races, I felt compelled to relay the positive experiences of my recent trip to New Orleans, which of course included the race at the Superdome. Getting to the dome and parking was a breeze. Traffic was directed by a good number of New Orleans' finest.

Once inside the dome, my wife and I started to wonder if we'd make it out in one piece. Every 20 feet was a vendor selling alcohol, and it seemed that everyone was buying. Many vendors were selling beer in large glass bottles which spectators were allowed to bring to their seats. We thought that this could lead to nothing but trouble. Our fears were unfounded. We didn't see any signs of fights or other crowd disturbances - just fans enjoying a cold beer and the good racing on the track.

Then it was time to leave. We have been to numerous supercross and outdoor Nationals, and leaving is usually a headache. On many occasions, we have spent several hours sitting in hopeless traffic snarls just trying to get out of parking areas (Binghamton, Washougal and the Georgia Dome come to mind). Typically, there is plenty of assistance for arriving spectators, but then it's a big free-for-all at the end of the event. Not so here. It was great. Police were again directing traffic and we were out of the



The Cannondale four-stroke motocrosser: almost ready for prime time.

parking garage in less than 15 minutes. It was great.

Overall, it was a terrific event. Kudos to New Orleans.

Steve Rowe
Rochester, NY

Out of reach

For the past six months, most motorcycle publications have run numerous stories on the development of Cannondale's new 400cc four-stroke and its expected impact on the motocross market. Just think: a bike so cutting-edge that enthusiasts who always wanted a "works" bike can almost experience it. With all its great craftsmanship, technology and, hopefully, performance, may there be a downside?

Maybe that downside is the \$7950 suggested retail price of the MX 400. The price itself may not be the problem, but the problem may be in the trend it could start. Yamaha manufactures a 400cc four-stroke that is considered by many to be the best motocross bike ever produced - and they sell it for \$5799. I hope when other manufacturers answer the YZ400 challenge, they remember the working-family roots of motocross and keep prices within reach.

I would like to wish Cannondale success with its new venture, because

they have earned it. Their entry into a tough market with such a short development time is amazing. The new MX 400, with all it offers, may not be overpriced - but for many of us, it's simply out of reach.

Mark Lealtad
Sparks, NV

Tip to Team Green

I would like to give you a tip - the same tip I gave a few years ago. Put Doug Chiapuzio on a bigger bike - and you will have next year's AMA Hare & Hound National Champion.

Walt Cline
Oxnard, CA

Letters to the editor should be sent to Voices, Cycle News, P.O. Box 5084, Costa Mesa, CA 92628-5084, faxed to 714/751-6685 or e-mail, editor@cycle-news.com. Published letters do not necessarily reflect the position of Cycle News, Inc. Letters should not exceed 200 words and all letters are subject to editing. Anonymous letters will not be considered for publication. All letters should contain the writer's name, address and daytime phone number ... Editor.



Tortelli - get used to it



By Kit Palmer
Photos by Kinney Jones

SAN BERNARDINO, CA, MAY 9

If the way he rode at the opening round of the AMA Mazda Trucks National MX Series opener at Glen Helen Raceway Park is any indication as to what this summer is going to be like, then you'd better get used to seeing the name Sebastien Tortelli in the headlines.

The 1998 250cc World Motocross Champion from France - now in his outdoor element following a so-so indoor supercross series showing - simply ruled the challenging Glen Helen track all day, coming from behind to win both motos. The Team Honda rider was undeniably the fastest rider on the track, though six-time AMA Supercross Champion Jeremy McGrath would probably argue that.

Under gray skies and cool temperatures, which made for ideal, dust-free racing conditions, McGrath quickly found his way to the front of both 250cc motos, only to have the World champ run him down before all was said and done. But both times, mechanical problems kept McGrath from putting up much of a fight, as a cracked engine case in the first moto and broken clutch plates in the second moto slowed his drive. Still, the way Tortelli was riding on this day, the Frenchman might have caught him anyway. But we'll never know for sure.

"I am very happy," Tortelli said after putting his Shane Drew-tuned Honda in the winner's circle. "That (the first race of the National series) was a big question for me. I didn't know what to expect, so having a good first race is very good for the rest of the season."

McGrath managed to nurse his Mazda/Chaparral-backed Yamaha to a second-place finish in the first moto, but he wasn't as lucky in the second. He lost complete use of his clutch near the three-quarter mark and just couldn't maintain a National-type pace.

"All that work for nothing," a disappointed McGrath said. "It was a great day, the bike was awesome, the first moto was great, but I cracked the cases, lost oil, so it started to slow down. In the second moto, I had a good lead there but broke some clutch plates or something, and guys started going by me one by one."

McGrath was doubly disappointed because this is his only National appearance of the year and he wanted to go out with a win before taking a well-deserved vacation. But he still tried to be positive.

"I rode well enough today to where I can leave and have a fine time being out of it," he reasoned.

While it might have been easy to figure out who walked away with the overall win at Glen Helen - since Tortelli's 1-1 didn't leave much room for doubt - from second place on down

there were some surprises. One of those pleasantly surprised was Team Factory Connection/Jack in the Box/Honda's Mike LaRocco, who was awarded second overall via 9-2 moto finishes. (Points are awarded per moto.) Both he and Team Honda's Mickael Pichon (3-7) tallied 34 points on the day, with LaRocco's better placing in the second moto breaking the tie.

"To go 9-2 and get second overall is pretty lucky," a cheerful LaRocco said. "I haven't been that lucky in a while. I'll take it."

Ezra Lusk struggled with poor starts in both motos but pretty much made up for them each time, going 8-3 for fourth overall on his factory-backed Honda.

The next rider in the combined scoring was a visiting Ryan Hughes, who took advantage of a break in the World Championship 250cc MX Series in Europe to compete at his old stomping grounds. Team Honda set him up with a bike and with his former mechanic, Ron Wood, and they combined their efforts to land fourth overall via a 5-6 tally. Hughes rides for the Pamo Honda team in Europe.

"I felt good," Hughes said. "I came over here, no testing, jumped on the bike and felt fast. Ron Wood put it (Hughes' bike) together and guessed what I would like (bike settings), and it worked out."

Hughes' ride capped off an impressive 1-2-3-4-5 overall sweep by Honda-mounted riders. The only factory-backed Honda rider not to finish in the top five was Kevin Windham. A leg injury forced him to pull out of the first moto while running among the leaders, and it denied him any chance of a top score.

The first non-Honda rider in the overall column was Team Kawasaki's Damon Huffman, who was competing in his first National since 1997 and his

(Above)
Sebastien
Tortelli (44),
here leading
Jimmy Button,
felt right at
home outdoors
for the opening
round of the
AMA Mazda
Trucks National
250cc MX
Series at Glen
Helen. The '98
World champ
won both
motos by
coming from
behind.
(Right) Jeremy
McGrath (15)
led both motos
but Tortelli
tracked him
down each
time. Mechanical
problems
hindered
McGrath in
both motos.
The supercross
champ went
2-19 for 10th
overall.





first ever in the 250cc class. (He sat out most of last year with a leg injury.) Huffman went 10-4 at Glen Helen to grab sixth overall, one spot ahead of teammate Jeff Emig, who never really got untracked all day, going 7-8 for seventh overall.

"That was one of the worst National rides I've had in a long time," Emig admitted. "The pace was fast, I rode hard both motos, but I did not flow."

The top Suzuki rider was former 125 and 250cc World Champion Greg Albertyn. He went 6-9 for eighth overall, edging out teammate Robbie Reynard's 4-13.

McGrath - Yamaha's top rider - rounded out the top 10.

Eleventh place went to Jimmy Button on the factory-backed Yamaha four-stroke. Button was one of many riders who got hung up in a first-moto, first-turn pileup and had to spend the whole race making up for that, finishing 14th. But in the second moto, Button nailed the holeshot and led for a few laps before McGrath and Tortelli got by him. He would go on to finish a strong fifth in the moto for 11th overall.

"I got a great start (in the second moto)," Button said, "got a good lead, but I settled into a little bit too slow of a pace."

Suzuki's Larry Ward took 12th overall with a 12-10, while Team Noleen Yamaha rider Tim Ferry grabbed 13th overall via a pair of 11ths.

But what about the defending 250cc National Champion Doug Henry?

"Bad breaks today," he said. Or did he mean bad brakes?

In both motos, Henry dealt with rear-brake problems. In the first moto, a rock got stuck in his brake pedal on the first lap, and it took him a while to figure that out. By then, he was already trailing the 40-rider field by nearly half a lap. He caught back up to 17th at the finish.

In the second moto, Henry was running among the leaders when string from a banner got wrapped up in his bike's rear wheel, resulting in another momentary loss of his rear brake. He ended up finishing 12th for 14th overall.

"I still had a great time," Henry said. "It was the neatest thing, being whatever place I was in and the whole way around the track, I had people cheering for me."

Despite his problems on the day, Henry was all smiles afterward.

"It's my last year and I'm not going to get all upset over stupid little things," he said.

Big Valley Honda/Great Lake Aviation's Heath Voss ended up 15th overall with a 15-16 score, while Team Yamaha's John Dowd took 16th with a 13-21 tally. It was Dowd's first race since injuring his shoulder at the Daytona

(Above) A spread-out 9-2 score still gave Mike LaRocco runner-up honors.

(Right) Honda teammates Mickael Pichon (5) and Ezra Lusk (4) mixed it up in the second 250cc moto. Pichon went 3-7 for third overall, Lusk 8-3 for fourth overall.

Supercross, and he struggled to find his rhythm and strength.

"I'm beat down," Dowd said. "I don't know, I guess I'm okay, but it was tough out there. The second moto, I just ran out of muscle power - my arms and my shoulder were just all done. I couldn't hold on to the bars anymore. I managed to at least finish the race. This place got pretty gnarly - ruts, downhills and stuff."

Eighth place went to Mazda/Chaparral/Yamaha's Steve Lamson (30-15), followed by Excel Motorsport's Josh Demuth (16-36) and Tony Amaradio (33-17).

By winning both motos and just about everyone else having inconsistent rides, Tortelli jumps out to a big lead in the series point standings. Heading into round two, Tortelli owns 50 points, followed by LaRocco and Pichon's 34. Lusk is fourth with 33. Henry leaves Glen Helen with 13.

MOTO ONE

Windham put his Alley Semar-tuned Honda into the lead at the start of the first moto, followed by McGrath, Emig, Hughes, Planet Honda/Pro Grip's Jason McCormick, Ward and Pichon. Tortelli was back about 12th, and even further back were both Lusk and LaRocco. Button was also way back after getting caught up in that previously mentioned first-turn pileup.

"Pretty much all my fault," Button said. "I slid coming off the gate - spun the back wheel - which put me in a group of guys going into the first corner. I was maybe sixth or seventh and I think Spud Walters started to crash, and when he crashed, his handlebars went into my front wheel and just tore my disc (brake) completely up. I was thrown over the bars and 15 guys plowed into me. I was the last one to get up."

But no one was further back than Henry after the first lap was competed.

"A rock got caught in my rear brake and it was sticking on," Henry said. "I didn't know it, actually. I pulled into the mechanics' area and told my mechanic what happened, and he moved it (the brake pedal) and it felt free, so I just took off and rode the best I could."

Meanwhile, up front, Windham continued to lead, and he actually put a few seconds between himself and McGrath. Emig continued to hold down third, but he had already lost sight of both Windham and McGrath. With Hughes and Pichon pressuring him from behind on



the second lap, Emig clipped a hay bale going into a turn and went down.

"Ryno (Hughes) was pushing me pretty hard," Emig said. "I was trying to protect the inside and I hit a bump. It kind of made the front end twitch and I went right into the hay bales."

He got going again in eighth but was now well behind the lead group.

Three laps into the race, McGrath had significantly cut into Windham's lead, while Tortelli was slicing his way through the pack and had just passed his teammate Pichon for third. At this point, there was a seven-second gap between second-placed McGrath and third-placed Tortelli.

McGrath began to seriously challenge Windham and finally got around him by the fifth lap. He railed around Windham for the lead and began pulling away.

A few laps later, Tortelli caught and passed Windham, and there were now only about two seconds between him and McGrath, and the battle for the lead was on. By the halfway point, McGrath had actually gained about a second on Tortelli, only to have Tortelli cut that margin back down. Then McGrath's engine cases caught a rock and began losing oil.

"He snuck up on me," McGrath said. "I was battling with Kevin there for a while, got by him and thought I was pretty much in the clear when actually he (Tortelli) was sneaking up behind me."

On the infield section of the track, the World MX champ eventually rode around the supercross champ - whose bike was gradually losing power - and grabbed the lead. From there, Tortelli steadily pulled away from McGrath and eventually took the checkered flag approximately six seconds ahead of the Yamaha rider.

McGrath, however, could never relax, as Pichon closed to within striking distance of McGrath and his crippled bike; but Pichon could never mount a serious challenge and he settled for third.

"I tried to stay with Sebastien when he went by me," said last year's Glen Helen winner, Pichon, "but he was fast. I saw him catch Jeremy and thought, 'Good.' But I didn't get close enough to them when they started battling."

Pichon had plenty of room over the next group of riders that was made up of Reynard, Albertyn and Hughes. Windham was among that group before

pulling into the pits, grimacing in pain - but not from his injured shoulder, as many people had assumed.

"I got a handlebar in my thigh," Windham said. "I was by myself, got in a little swap in third gear - pretty much pinned - and I went over the high side. I got it (the handlebar) in the leg. I flew like 20 feet past my bike, landed on my feet, so I did a complete front flip. I was worried about my shoulder. I got the most intense bruise I've ever seen in my life on my leg. I couldn't put any weight on it."

Reynard managed to hold back his Suzuki teammate Albertyn for fourth, with Hughes finishing right behind the Suzuki riders in sixth.

Lusk completed his strong come-from-behind ride in seventh, a few seconds ahead of LaRocco, who, like Lusk, had a bad start.

"In the second corner (of the race), I just kind of stuck my front end in the soft dirt," LaRocco said. "I fell again on the second lap. I managed to settle down and actually felt pretty good but could only catch up to ninth. The field is pretty deep this year."

Huffman finished right behind LaRocco.

"I had a pretty bad start," Huffman said. "I was about 23rd by the second or third corner, but I worked up all right."

Ferry finished up behind Huffman, followed by Ward and Dowd. Button salvaged 14th after his first-turn crash, finishing ahead of Voss, Josh Demuth, Takeshi Koikeda, Akira Narita and Henry.

MOTO TWO

In the second moto, Button stayed clear of any crashed riders and pulled a huge holeshot on his Yamaha four-stroke. He opened up a quick lead, followed by Huffman, McGrath, Windham, Henry, LaRocco, Pichon and Dowd. Hughes was back in 10th, Emig was 11th, Ward 12th, Lusk 13th and Tortelli 19th. Near the back of the pack, after having a run-in with Tortelli, was Albertyn.

Button kept the pack at bay for about three laps before McGrath, who had already slipped by Huffman, started reeling him in. McGrath finally got around his former Chaparral teammate in the infield and began opening up a small lead of his own. Then Huffman started giving Button problems, as did the now fast-approaching Tortelli. Then Huffman made a daring pass on Button



(Left) Ryan Hughes took advantage of a break in the 250cc GP series to race at Glen Helen. He finished fifth to cap a 1-5 Honda sweep. (Right) Kawasaki's Damon Huffman broke the Honda chain with a 10-4 for sixth overall. It was his first 250cc National of his career.



off a downhill jump that preceded a turn.

"I flew pretty far," Huffman said. "I jumped a little bit farther than I wanted to, but I had a good line in the jump. I usually stayed lower in the jump, but that time I just launched and gave it a couple of revs. He (Button) probably thought I was going to land on him."

It wasn't long after that that Tortelli, who was absolutely flying, got by both Button (up the long Glen Helen uphill) and Huffman. En route, Tortelli also made a beautiful pass on Lusk.

"Sebastien came by me like he was shot out of a cannon," Lusk said.

"I settled into too slow of a pace and Jeremy got me," said the one-time leader, Button. "It took me a couple of laps to regroup and get my pace back up."

By this point, Henry had dropped off the lead pace.

"About the third lap, I ended up getting some kind of string or nylon wrapped up in the rear brake," Henry said. "I was riding around with no rear brake. I was a little tentative, because I never really knew it was a rock (that had caused his brake problems) in the first moto, because I never saw it. Then I just rode the brake one time and it seemed like it was coming back, and my mechanic said, 'Burn it', so he must've seen it. So I rode the brake for a while, burned it off, and everything was fine again."

Unfortunately for Henry, he had already dropped back to around 14th.

Once into second, Tortelli still had approximately six seconds between himself and the leader, McGrath.

Then McGrath developed his clutch problem.

"It happened right when Tortelli went into second," McGrath said. "It just happened - all of a sudden. You couldn't pull the clutch in. At one point, I hit the brakes in the sand and stalled it, put it in neutral and kicked it into gear to go."

Tortelli quickly caught up to McGrath, passed him and pulled away. Huffman suddenly found himself in second but still had Button on his tail, and LaRocco was on Button's. (McGrath had already dropped back).

LaRocco dug deep the last couple of laps, slipping past both Button and Huffman and taking Lusk with him.

"I screwed a little too much with Damon Huffman, trying to make some stupid passes on him," Button said. "It ended up costing me time, and Mike and Yogi (Lusk) got me. We were all going for it pretty good. It's probably going to be like that all year."

LaRocco - some six seconds behind winner Tortelli - held Lusk back for second, while Huffman, Button and Hughes crossed the finish in succession. A few seconds later chased Pichon, whose distant seventh in the moto was still good enough for third overall. Emig finished well back in eighth, with Albertyn breathing down his neck. Ward took

10th, followed by Ferry, Henry, Reynard and Windham, sore leg and all. Lamson was next across the line, followed by Voss, Amaradio, Koikeda and McGrath.

LaRocco was pleased with his second-moto ride.

"It was a good race for me," LaRocco said. "Sebastien rode real well, had some good lines, which I picked up on after he got around me, but it was too late."

Despite his strong run at Glen Helen, Tortelli wasn't making any bold predictions about the rest of the series.

"It's still the first race," he said. "Some riders are not ready, some are going to ride fast, some are going to go slower, so I still have to train hard and try to build my speed a little better and get more confident. I have to get used to the tracks, because all the National tracks are new for me. Here, I had to do all the qualifiers, spent more time on the track, so that was better for me. The next race will be tougher."

CN

Glen Helen Raceway San Bernardino, California Results: May 9, 1999 (Round 1 of 12)

250 MOTO 1: 1. Sebastien Tortelli (Hon); 2. Jeremy McGrath (Yam); 3. Mickael Pichon (Hon); 4. Robbie Reynard (Suz); 5. Ryan Hughes (Hon); 6. Greg Albertyn (Suz); 7. Jeff Emig (Kaw); 8. Ezra Lusk (Hon); 9. Mike LaRocco (Hon); 10. Damon Huffman (Kaw); 11. Tim Ferry (Yam); 12. Larry Ward (Suz); 13. John Dowd (Yam); 14. Jimmy Button (Yam); 15. Heath Voss (Hon); 16. Josh Demuth (Yam); 17. Doug Henry (Yam); 18. Akira Narita (Hon); 19. Ryan Huffman (Hon); 20. Takeshi Koikeda (Yam); 21. Jean-Sebastien Roy (Hon); 22. Spud Walters (Yam); 23. Pedro Gonzales (Kaw); 24. Naoki Serizawa (Hon); 25. Don Upton (Kaw); 26.

Takama Takagi (Kaw); 27. Austin Squires (Suz); 28. Bruce Stratton (Suz); 29. Tyson Kady (Yam); 30. Steve Lamson (Yam); 31. Shinichi Kaga (Hon); 32. Brad Woolsey (Kaw); 33. Anthony Amaradio (Yam); 34. Zeb Armstrong (Yam); 35. Frank Mecono (Suz); 36. Shunji Takami (Hon); 37. Andy Anaya (Hon); 38. Kevin Windham (Hon); 39. Ted Campbell (Suz); 40. Mike Healey (Kaw).

250 MOTO 2: 1. Sebastien Tortelli (Hon); 2. Mike LaRocco (Hon); 3. Ezra Lusk (Hon); 4. Damon Huffman (Kaw); 5. Jimmy Button (Yam); 6. Ryan Hughes (Hon); 7. Mickael Pichon (Hon); 8. Jeff Emig (Kaw); 9. Greg Albertyn (Suz); 10. Larry Ward (Suz); 11. Tim Ferry (Yam); 12. Doug Henry (Yam); 13. Robbie Reynard (Suz); 14. Kevin Windham (Hon); 15. Steve Lamson (Yam); 16. Heath Voss (Hon); 17. Tony Amaradio (Yam); 18. Takeshi Koikeda (Yam); 19. Jeremy McGrath (Yam); 20. Akira Narita (Hon); 21. John Dowd (Yam); 22. Jean-Sebastien Roy (Hon); 23. Ryan Huffman (Hon); 24. Spud Walters (Yam); 25. Don Upton (Kaw); 26. Pedro Gonzalez (Kaw); 27. Shinichi Kaga (Hon); 28. Takama Takagi (Kaw); 29. Naoki Serizawa (Hon); 30. Tyson Kady (Yam); 31. Mike Healey (Kaw); 32. Brad Woolsey (Kaw); 33. Bruce Stratton (Suz); 34. Frank Mecono (Suz); 35. Andy Anaya (Hon); 36. Josh Demuth (Yam); 37. Austin Squires (Suz); 38. Zeb Armstrong (Yam); 39. Shunji Takami (Hon); 40. Ted Campbell (Suz).

250 O/A: 1. Sebastien Tortelli (Hon); 2. Mike LaRocco (Hon); 3. Mickael Pichon (Hon); 4. Ezra Lusk (Hon); 5. Ryan Hughes (Hon); 6. Damon Huffman (Kaw); 7. Jeff Emig (Kaw); 8. Greg Albertyn (Suz); 9. Robbie Reynard (Suz); 10. Jeremy McGrath (Yam); 11. Jimmy Button (Yam); 12. Larry Ward (Suz); 13. Tim Ferry (Yam); 14. Doug Henry (Yam); 15. Heath Voss (Hon); 16. John Dowd (Yam); 17. Kevin Windham (Hon); 18. Steve Lamson (Yam); 19. Josh Demuth (Yam); 20. Anthony Amaradio (Yam); 21. Takeshi Koikeda (Yam); 22. Akira Narita (Hon); 23. Ryan Huffman (Hon).

AMA MAZDA TRUCKS NATIONAL CHAMPIONSHIP 125/250cc MX SERIES POINT STANDINGS (After 1 of 12 rounds): 1. Sebastien Tortelli (50/1 win); 2. (TIE) Mike LaRocco/Mickael Pichon (34); 4. Ezra Lusk (33); 5. Ryan Hughes (31); 6. Damon Huffman (29); 7. (TIE) Jeff Emig/Greg Albertyn (27); 9. Robbie Reynard (26); 10. Jeremy McGrath (24); 11. Jimmy Button (23); 12. (TIE) Larry Ward/Tim Ferry (20); 14. Doug Henry (13); 15. Heath Voss (11); 16. John Dowd (8); 17. Kevin Windham (7); 18. Steve Lamson (6); 19. Josh Demuth (5); 20. (TIE) Anthony Amaradio/Takeshi Koikeda/Akira Narita (4); 23. Ryan Huffman (2).

Briefly...

SplitFire/Pro Circuit/Kawasaki's **Nick Wey** won the first 125cc qualifier Sunday morning at Glen Helen, then Yamaha of Troy's **Ernesto Fonseca** won the second 125cc qualifying race. He had a close battle with FMF/Honda's **Danny Smith** the whole way. **Sebastien Tortelli** passed **Jimmy Button** for the lead en route to the first 250cc heat-race win, while Kawasaki's **Damon Huffman** won the second 250cc heat race. **Doug Parsons** won the 125cc consolation race, and **Donald Upton** won the 250cc consolation. The opening round of the AMA Series is traditionally a tough race to qualify for. Some of those who did not make the show in the first 250cc class included Phil Lawrence, Doug Stone and Jason Frenette. In the 125cc class, some of the casualties included Jason Thomas, Robbie Horton, Kelly Smith and Ryan Clark.

Motoworld Yamaha of El Cajon's **Dustin Nelson** was another 250cc nonqualifier. The YZ400 pilot crashed in the middle of one of the track's downhills and reportedly suffered a dislocated shoulder.

Andy Harrington, another Motoworld Yamaha of El Cajon rider, was well within a transfer position in a 125cc heat race when he pulled off too early, thinking the race was over. He realized his mistake in time to salvage a transfer spot.

The Glen Helen race marked **Damon Huffman**'s first-ever 250cc National. Last year, Huffman sat out the entire season with a broken leg that he suffered during the supercross season, and in 1997 he missed much of the National season with an injured knee. That year he competed in the 125cc class.

According to reliable sources, **Mickael Pichon** has told Honda that he wants out of his contract at the end of the year. The Frenchman apparently wants to return to his homeland and make another stab at a FIM World Championship crown.

Former FIM World 125cc MX Champion **Bobby Moore**, who is now the team manager for FMF/Honda, did not compete in the 125cc National class at Glen Helen. Moore said he was going to race at Glen Helen just for the fun of it, but he tweaked his shoulder while racing the previous day.

Team Kawasaki's **Jeff Emig** was disappointed with his 7-8 250cc moto finishes at Glen Helen. He said it was one of his worst National performances in a long time. "I didn't work together with the bike," Emig said. "My lines were really off for some reason - didn't seem to work out for me today. It was one of those days where we're changing stuff on the bike, trying to make me happy. I think the bike ran pretty good, but it was a lack of confidence on my part. I was off about two seconds a lap. I felt good physically, rode hard and I really tried, but it's frustrating when you're two-thirds through the moto and you're not catching anybody and you're riding the best laps that you can. I'm used to putting in hard laps and reeling people in."

One rider who wasn't surprised by Sebastien Tortelli was Yamaha's **Jimmy Button**, who led the early stages of the second 250cc moto. "I wasn't surprised," he said. "I raced against him for a year when I rode the GPs in '95. I know how fast the kid's capable of going. He's a strong rider, he's never going to get tired, he's never going to slow down at the end of the race, so you have to be on your game. But he's been prone to crashes in the past, but when you go 1-1, you're doing something right."

Team Honda's **Ezra Lusk** had a good look at his teammate

Tortelli. "He's good at keeping up the momentum," Lusk said of his teammate. "Not one particular place; he's good at keeping the flow going. It's good to have somebody on the team like that."

Ryan Hughes will be heading off to Brazil for a 250cc GP on Wednesday, May 12. "I wanted to get a top-three today, but I'm just as happy that I'm safe and can go to Brazil healthy," Hughes said after his 5-6 tally. "I feel like I'm riding on the Honda better than I ever have. I used it (the bike he rode at Glen Helen) for testing against my bike in Europe. We got some good information out of it," Hughes says that he is enjoying his time in Europe. "Everything is going good," he added. "I've changed my style a little bit, got my head cleaned of some stuff, and I'm having fun." Hughes says that this will probably be his only National appearance of the year, though there is a chance he might ride at the Unadilla National in New York in July.

Team Honda's **Kevin Windham** says his broken collarbone/shoulder is all healed. "The shoulder's good and all systems are go," he said. "I've only had a week of testing; I'd still like to do some more and get my speed back. I'm tired of hitting the ground."

Despite struggling throughout the day, Team Yamaha's **John Dowd**, who was racing again for the first time since injuring his shoulder at the Daytona Supercross in March, looked at the bright side. "My shoulder is sore right now," Dowd said after the second moto, "but that's the plus side of today. I don't think I reinjured it anymore, so that's kind of good. I think I'm going forward."

Team Suzuki's **Robbie Reynard** was bothered by a sore wrist at Glen Helen. Reynard caused a jump during his heat race and jammed the wrist. Reynard still finished fourth in the first 250cc moto but suffered a midpack start in the second. He climbed up to 13th for ninth overall.

By Matt Freeman
Photos by Kinney Jones

SAN BERNARDINO, CA, MAY 9

After spending the last four months behind the handlebars of a KX250 contesting the PACE Supercross series, reigning 125cc National Motocross Champion Ricky Carmichael returned to the outdoor circuit that treated him so well in 1998. Last year at Glen Helen Raceway Park - and the year before that, for that matter - Carmichael attacked the mountainous Southern Californian circuit, dominating every moto he entered. This year was no different, as the SplitFire/Pro Circuit/Kawasaki rider recorded two moto wins and the points lead after the first of 12 rounds in the series.

Finishing second on the day with two third-place moto finishes was Carmichael's KX125 teammate Nick Wey. Last year at Glen Helen, Wey did no better than eighth overall, via a 9-12 moto tally. His results this year were much improved - from the drop of the starting gate to the final lap, as Wey flogged his eight-liter Kawasaki to the holeshot lead and to the early lead in both motos. The only other riders that Wey succumbed to, besides Carmichael, were Yamaha of Troy's Casey Johnson in the first moto and FMF/Honda's Tallon Vohland in the second.

A first-turn pileup in the opening moto left Vohland in the back of the 40-rider pack, but the 27-year-old, who has spent the last few years contesting the 250cc World Motocross Championship in Europe, came up to finish an impressive sixth at the conclusion of the 35-minute-plus-two-lap moto. In moto two, Vohland fared much better, as he circulated the first lap in the top 10. By the fourth lap the CR125 pilot was in second, behind Carmichael. Lap seven would find Vohland in the lead.

"I just worked my way back up to him (Carmichael) and got by him in my better section up there," said Vohland about the pass he made on Carmichael in one of the many high-speed straightaways on the track. "I got him there and I just wanted to smooth it out a little bit. Then I washed out in a slick, slippery corner and crashed. It was just a mistake by me. I'm still very happy. I came into today not knowing any of these kids that I'm racing now. I did not know what to expect. I've worked really hard and I knew I would get a good result. Now I know where I'm at and it seems that I've only got one person to really even focus on, if that. I feel my speed is good and I wish the moto was longer. I don't think I will make that mistake again."

After the crash, Vohland resumed to finish second in the moto, netting him third overall in the final results.

Finishing one spot off the podium and turning in two impressive rides was Primal Impulse/Suzuki/Bill's Pipes-backed Michael Brandes. Suffering from poor starts in both motos, Brandes worked his way through the pack, running down all kinds of talent to finish fourth in moto one and fifth in the sequel.

"The first moto, I got a horrifying start," said Brandes. "I was 30th around the first turn. I weaseled through like 15th or 16th over the finish-line jump the first lap. Then I looked up over one of the jumps and I just saw a big, long line of people ahead of me, so I put my head down because I knew that was what I had to do. I charged it out the whole way. I was just going for it and got fourth."

Brandes' second moto started the

Carmichael rolls through San Berdoo



same way and ended very similar as well.

"It's a good season start," continued Brandes about his fourth-place finish. "I'm happy with it. Everything worked good - the bikes - and the team is just working really hard right now."

Making a successful comeback from a broken arm that he suffered at the Anaheim II Supercross in the first week of February, Casey Johnson amazed the spectators and his competitors alike by finishing fifth overall at Glen Helen. The Yamaha of Troy rider gated in the top 10 in the opening bout and was running a fairly close second to Carmichael just after the halfway point of the moto. In the second moto, Johnson did not get the start he was looking for, and to make things worse, a crash dashed his hopes of a podium finish. Still, he charged on from the outskirts of the pack to finish 11th in moto two - good for fifth overall.

"It went real good," said Johnson about his return to racing after a four-month layoff. "My conditioning is not all there yet but my speed is slowly coming back. Actually, it's coming back pretty quick. I've only been back on the bike for like three weeks."

Posting his best-ever results at a National Motocross with a sixth-place finish was FMF/Honda's Brock Sellards. The youngster from Ohio rode consistently all day, gating well in both outings and posting a 7-6 moto tally.

Finishing seventh and eighth on the day was the Yamaha of Troy duo of Casey Lytle and Ernesto Fonseca. Lytle got a great a start in the opening moto, running third at one point before falling back to fifth when the checkered flag

came out. In moto two, Lytle was not as fortunate, working his way up to a 10th-place finish after gating well out of the top 10. Fonseca's starting procedure was the total opposite. As Lytle challenged the leaders in moto one, Fonseca raced from midpack to finish ninth in his first outing. In moto two, however, the newly crowned 125cc Eastern Regional Supercross Champion rounded the first few corners in a rapidly moving pack

that made up the top five. By moto's end, Fonseca found himself in seventh after several heated battles with the likes of Sellards, Brandes and SplitFire/Pro Circuit/Kawasaki's Scott Sheak. Traditionally, when the outdoor series starts, Sheak is a threat. Previous results and his riding style favor motocross, not supercross. Though a 14th-place finish and an injured elbow in moto one hurt his overall results, an impressive ride in the second moto served notice that Sheak cannot be counted out during the long motos of the upcoming summer. A fourth place in moto two was the result of a good start and aggressive bar-to-bar racing from start to finish. Sheak's first-round effort was good for ninth place.

Rounding out the top 10 was the Moto XXX/Suzuki of Travis Preston, who posted a 11-9 moto tally. Eleventh overall went to FMF/Honda-mounted Danny Smith (10-16), followed by Suzuki/Primal Impulse/Bill's Pipes' Buddy Antunez, who finished eighth in the first moto and floundered in the second due to a bad start. SplitFire/Pro Circuit/Kawasaki's Nathan Ramsey could not repeat the success he had earlier in the year when he captured the 125cc Western Region Supercross crown. Ramsey went 16-12 to finish 16th overall, ahead of Planet Honda/Pro Grip's Jason McCormick (24-8). The Primal Impulse/Bill's Pipes Suzuki of David

(Above) For the third consecutive year in a row, SplitFire/Pro Circuit/Kawasaki's Ricky Carmichael came to Glen Helen Raceway Park and won both 125cc motos.

(Right) Nick Wey grabbed both moto holeshots and led until being passed by Carmichael. Wey went on to finish 3-3 for second overall.



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Pingree circled the track lap after lap in the first moto with a brake pedal wrapped around a footpeg due to the first-turn altercation. Still, Pingree finished 12th in the opening moto, but a bad start in the second moto relegated him to 17th, 15th overall.

Rounding out the top 20 were Matt Walker (19-14), Stephane Roncada (36-13), Rusty Holland (13-21), Tyler Evans (15-20) and Greg Schnell (21-15).

MOTO ONE

Based on the recent success of Ramsey and the highly anticipated return of Carmichael to a KX125, it was no surprise to see a SplitFire/Pro Circuit/Kawasaki reach the first turn in the lead at the start of the first moto. However, the lead bike did not belong to either party. Instead, it was their teammate Wey who led to the newly formed first turn at Glen Helen. Wey's closest competitors were Carmichael, Lytle, Johnson and Antunez. Many other riders were sorting themselves out after a pileup that occurred a few turns into the race.

"I railed around the first turn and I was in the top five, but Robbie Skaggs went down and I barely missed him," said Pingree. "My rear-brake pedal caught his bike and it got wrapped around my footpeg, so I rode the whole moto basically with my foot off the peg, because if I set my foot down, it would lock up the wheel. I actually started in fifth and only faded back to 12th, which wasn't bad for having that problem."

Sheak and Vohland were also bystanders in the Skaggs incident.

"In the third corner, Robbie Skaggs fell in front of me and I had nowhere to go," said Sheak, who got up and continued the moto in pain. "I hit him and I hit my elbow pretty good and I thought I dislocated it but I ended up just tearing a ligament."

"The first moto, I was feeling really confident and I picked a place on the gate outside of everybody," said Vohland. "I really felt that it didn't matter where I started and that I would have good results anywhere on the gate. It was a bad decision by me, because the ground here is so soft. There was a pile-up and I had nowhere to go, so I got smashed and went down."

Meanwhile, at the front of the pack, things began to sort themselves out and Carmichael was the main reason behind the lead change.

"I was pumped to be in the lead for the first lap and I just tried my hardest," said Wey. "Ricky (Carmichael) passed me and I stayed with him for a little bit. Then he pulled a lead and Casey (Johnson) came up behind me and I got a little nervous and he got around me, but third is pretty good for me."

Before Johnson made his way around Wey for second, he had to pass his teammate Lytle, who was running third behind Carmichael and Wey.

"I got a pretty good start," said Lytle, who is known for his good starts. "I came out third and stayed out there for a little bit. Johnson came by me and I kind of hung in there a little bit longer. Later Brandes passed me. I'm happy because that's a good start for the first moto of the season."

Lytle was one of many riders that the poor-starting Brandes passed during his moto-long charge through the pack.

"I got off to an all-right start and just rode tight the first couple of laps because it was the first outdoor," said Sellards, who was running just outside of the top five at the halfway point of the moto. "I got off to a pretty good pace and just tried to hang with the guys ahead of me. I caught a couple of guys; Antunez and Pingree, I got by them. Brandes got past me after that, though. I was pretty happy to avoid that pileup at the start. I almost went down in it but somehow I avoided it. I did everything but crash."

When the white flag came out, Carmichael had a 15-second lead over second-placed Johnson, via consistent 2:42 lap times. Wey was a distant third, no threat of becoming another one of Brandes' first-moto prey. Lytle ran a



close fifth behind Brandes, the only rider to stay on his pace once being passed by the rapidly moving Suzuki. All five riders finished the opening moto in that order. Sixth went to Vohland, and Sellards held on for seventh. Antunez dropped out of his top-five start but still managed eighth.

Carmichael was glad to take the checkered flag after a dry spell during the supercross season.

"This win feels great," said Carmichael. "I got a good start and I was second for the first two laps. I worked my way past Nick (Wey) on the second lap and pulled out a good lead and took it home from there."

MOTO TWO

Carmichael could not have asked for a better first moto, but Vohland could. Before the opening moto was even over, the FMF/Honda hotshoe was already sizing up the competition for the start of moto two.

"I rode my butt off to sixth and I was very close to fifth," said Vohland about his first-moto march through the pack. "I saw that I had very good speed. I just wanted to get close to Carmichael so I started right next to him on the gate. He started a little bit ahead of me but when I saw him, I got in behind him."

Even further ahead of Vohland at the start was Wey, who grabbed the holeshot again. Skaggs and Fonseca avoided another first-lap disaster to gate second and third behind Wey. Sellards and Carmichael rounded out the lead six at the start. Vohland was back in ninth, behind Sheak, McCormick and Yamaha-mounted Matt Walker. Buried back in the pack were Lytle, Johnson and once again Brandes.

Much to the dismay of many competitors, a fair amount of water was dumped on the track, increasing the chances of another first-lap pileup.

"The track was pretty good except for they watered it both times before our motos, which made it a little muddy," explained Brandes, who was hoping for a better start in moto two. "They shouldn't have, but whatever."

Johnson began to stage a climb through the field, but he fell victim to postrace drenching.

"In the second moto, they watered it pretty bad," said Johnson. "Coming down the hill, my front end washed out and I went down pretty fast."

The crash left Johnson with an 11th-place finish. Despite the water, many felt the track was holding up well.

"In the second moto, I didn't get off to as good a start," said Lytle, comparing it to his first performance. "I rode hard and ended up 10th that moto. I kind of just picked people off as I went on. The track got rougher but the rougher the track, the better."

Yamaha of Troy's Stephane Roncada was not liking the track conditions, due to his injured wrist.

"I had to brace my wrist, and the brace broke," said Roncada about the first moto. "It was really sore and I

Tallon Vohland was the victim of an early-moto-one pileup, but in moto two the FMF/Honda rider passed Carmichael to take over the lead briefly. Shortly thereafter, Vohland slid out in a corner, falling back to finish second in the moto, third overall on the day.

couldn't finish the race because of that. I pulled off. I taped my wrist really well in the second moto. It started getting real sore at the end so I had to back off a little bit. It's been like this for two months and it's just taking very long to heal. It's pretty screwed up right now and it's going to take a while to be 100 percent."

Brandes, too, was having difficulties with the rough, watered track even though he staged another come-from-behind rally all the way up to fifth.

"The first moto, I got around most of the guys pretty easy," said Brandes. "The second moto, I didn't start very well again. I was back in like 15th again. I had a little bit more trouble getting around some of those guys. The track was rougher, the lines were a little bit harder to set people up because it was rutted. I got behind Sheak, Fonseca and Sellards with about five laps to go. I got around all of them but Sheak."

Brandes got around Sellards, but it was not easy, as both riders clung to one another for many laps.

"I rode a little slow the first two laps and then I got my pace going," said Sellards. "From there I rode real fluid and got behind Ernesto (Fonseca), and me and him battled forever. Sheak got by us both. Finally I got by Ernesto and then it was me and Brandes battling forever. With like a lap and half to go, he got by me."

As Sheak, Brandes, Sellards and Fonseca fought over fourth place, Wey once again sat comfortably alone in third. It was Carmichael, however, who was in danger of losing his position on lap six.

"He was a couple of positions ahead of me, so we worked through the pack and then he got into the lead," said Vohland, who went from third to first in three laps.

"I passed Nick (Wey) on the second lap and kind of pulled away a little bit," said Carmichael. "Then Tallon Vohland caught up to me and he passed me."

Luckily for Carmichael, Vohland's lead was short-lived, lasting only a lap.

"He made a mistake and slid out and I capitalized on it and got by him and came out with the win," said Carmichael. "I knew he was going to be strong. I saw him in Europe when I was over there. He was riding really good."

Carmichael continued the last few laps uncontested as Vohland picked his CR125 off the ground to finish the moto in second, carding third overall.

"I'm happy with how I rode," said Vohland. "I went down in the first corner and still pulled out a top-three. That's what I have to do every week: just hit the podium every week and I'll be the champion."

Wey's 3-3 score bested Vohland for second.

"I feel really strong," said the Michigan native, pleased with his outing. "This track is good. It's not one of my favorite tracks but I ride here sometimes for testing, but so does everybody."

Brandes rounded out the top five in moto-two results behind Sheak to finish fourth on the day, ahead of Johnson's fifth-place showing, despite finishing 11th in the second moto.

Sellards came out on top of his second-moto battle with Fonseca to finish sixth overall, ahead of Lytle, who finished seventh via a 5-10 score. Fonseca (9-7) followed.

Sheak was somewhat pleased and optimistic about his fourth in the moto and ninth overall.

"I went into the second moto, got a decent start and was in third," said Sheak. "In the fifth corner, I went outside and lost a couple spots and it took me half a race to get by Fonseca and Brock (Sellards). Finally I did and I ended up fourth. Not bad. If you were strong and you were doing your homework up to this race and you had the speed, you really weren't going to make up much time. It was a tough track to make up time because everyone was going the same speed after a while. I think that is going to change for the rest of the season."

Sheak's teammate Carmichael has no plans to go the same speed as anyone else the rest of the series.

"All I can hope for is to carry this win into Hangtown next week," said Carmichael. "That track is great. I love it there."

GN

**Glen Helen Raceway Park
San Bernardino, California
Results: May 9, 1999 (Round 1 of 12)**

125 MOTO 1: 1. Ricky Carmichael (Kaw); 2. Casey Johnson (Yam); 3. Nick Wey (Kaw); 4. Michael Brandes (Suz); 5. Casey Lytle (Yam); 6. Tallon Vohland (Hon); 7. Brock Sellards (Hon); 8. Buddy Antunez (Suz); 9. Ernesto Fonseca (Yam); 10. Danny Smith (Hon); 11. Travis Preston (Suz); 12. David Pingree (Suz); 13. Rusty Holland (Hon); 14. Scott Sheak (Kaw); 15. Tyler Evans (Suz); 16. Nathan Ramsey (Kaw); 17. Brad Hagseth (Hon); 18. Isaiah Johnson (Yam); 19. Matt Walker (Yam); 20. Donovan Mitchell (Yam); 21. Greg Schnell (Yam); 22. Erick Vallejo (Kaw); 23. Jeff Northrop (Kaw); 24. Jason McCormick (Hon); 25. Michael Craig (Kaw); 26. Chris Gosselaar (Hon); 27. Andy Harrington (Yam); 28. James Povolny Jr. (Yam); 29. Chad Pederson (Suz); 30. Jeff Pestana (Suz); 31. Carlo Coen (Yam); 32. Robbie Skaggs (Suz); 33. Branden Jesseman (Suz); 34. Jiri Dostal (Suz); 35. Billy Payne (Kaw); 36. Stephane Roncada (Yam); 37. Keith Johnson (Yam); 38. Dennis Owens (Suz); 39. Doug Parsons (Suz); 40. Shae Bently (Kaw).

125 MOTO 2: 1. Ricky Carmichael (Kaw); 2. Tallon Vohland (Hon); 3. Nick Wey (Kaw); 4. Scott Sheak (Kaw); 5. Michael Brandes (Suz); 6. Brock Sellards (Hon); 7. Ernesto Fonseca (Yam); 8. Jason McCormick (Hon); 9. Travis Preston (Suz); 10. Casey Lytle (Yam); 11. Casey Johnson (Yam); 12. Nathan Ramsey (Kaw); 13. Stephane Roncada (Yam); 14. Matt Walker (Yam); 15. Greg Schnell (Yam); 16. Danny Smith (Hon); 17. David Pingree (Suz); 18. Buddy Antunez (Suz); 19. Isaiah Johnson (Yam); 20. Tyler Evans (Suz); 21. Rusty Holland (Hon); 22. Brad Hagseth (Hon); 23. Jeff Northrop (Kaw); 24. Chad Pederson (Suz); 25. Donovan Mitchell (Yam); 26. James Povolny Jr. (Yam); 27. Erick Vallejo (Kaw); 28. Robbie Skaggs (Suz); 29. Branden Jesseman (Suz); 30. Andy Harrington (Suz); 31. Jeff Pestana (Suz); 32. Doug Parsons (Suz); 33. Carlo Coen (Yam); 34. Mike Craig (Kaw); 35. Keith Johnson (Yam); 36. Jiri Dostal (Suz); 37. Chris Gosselaar (Hon); 38. Billy Payne (Kaw); 39. Dennis Owens (Suz); 40. Shae Bently (Kaw).

125 O/A: 1. Ricky Carmichael (Kaw); 2. Nick Wey (Kaw); 3. Tallon Vohland (Hon); 4. Michael Brandes (Suz); 5. Casey Johnson (Yam); 6. Brock Sellards (Hon); 7. Casey Lytle (Yam); 8. Ernesto Fonseca (Yam); 9. Scott Sheak (Kaw); 10. Travis Preston (Suz); 11. Danny Smith (Hon); 12. Buddy Antunez (Suz); 13. Nathan Ramsey (Kaw); 14. Jason McCormick (Hon); 15. David Pingree (Suz); 16. Matt Walker (Yam); 17. Stephane Roncada (Yam); 18. Rusty Holland (Hon); 19. Tyler Evans (Suz); 20. Greg Schnell (Yam); 21. Isaiah Johnson (Yam); 22. Brad Hagseth (Hon); 23. Donovan Mitchell (Yam).

125cc MAZDA TRUCKS AMA NATIONAL C'SHIP MX SERIES POINTS STANDINGS (After 1 of 12 rounds): 1. Ricky Carmichael (50/1 win); 2. Nick Wey (40); 3. Tallon Vohland (37); 4. Michael Brandes (34); 5. Casey Johnson (32); 6. Brock Sellards (29); 7. Casey Lytle (27); 8. Ernesto Fonseca (26); 9. Scott Sheak (25); 10. Travis Preston (22); 11. (TIE) Buddy Antunez/Danny Smith (16); 13. Nathan Ramsey (14); 14. (TIE) Jason McCormick/David Pingree (13); 16. Matt Walker (9); 17. (TIE) Stephane Roncada/Rusty Holland (8); 19. Tyler Evans (7); 20. Greg Schnell (6); 21. Isaiah Johnson (5); 22. Brad Hagseth (4); 23. Donovan Mitchell (1).

Upcoming Rounds:
Round 2 - Sacramento, California, May 16
Round 3 - Mount Morris, Pennsylvania, May 30

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125cc SHOOT-OUT PROVES RAMSEY IS THE KING, THE REST... MERE IMPERSONATORS.

**NATHAN RAMSEY WINS THE AMA
125cc SUPERCROSS SHOOT-OUT.**

Some may look like him. Others may sound like him. But in Vegas, there's only one King. Nathan Ramsey. After winning the AMA 125cc Western Region Supercross Championship, he lined up with the best of the East and the rest of the West to battle for the season's most coveted prize: 1999 Bragging Rights. So in front of a full house, all bets were off. It was time to put up or shut up. And at this year's Shoot-Out, the Kawasaki KX125 came blasting through. Landing Ramsey and teammate, Nick Wey on the podium. Clearly, The King is not dead.



"Thank you . . .
Thank you very much."

Nathan Ramsey
Team SplitFire/1-800-COLLECT/
Pro Circuit/Kawasaki

NATHAN RAMSEY

TEAM SPLITFIRE/1-800-COLLECT/PRO CIRCUIT/KAWASAKI

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Criville,

By Henny Ray Abrams

JEREZ, SPAIN, MAY 9

Mick Doohan crashed in practice for the Spanish Grand Prix at Jerez and suddenly everything changed.

No longer was the Repsol Honda rider the front-runner for his sixth consecutive 500cc World Championship. Instead he was a passenger in an ambulance that would take him to an infield medical center, then to the hospital, and finally to the airport, from which he would fly to the United States for treatment of severe injuries. He rebroke his right leg, which was damaged so severely in Holland in 1992, and he broke his left wrist and collarbone (see "In The Wind"). He won't make his return until the end of August, and by then the championship will be well on its way to being won by the first new champion since Kevin Schwantz in 1993. Today, a local rider certainly put in a bid for the open spot.

Today was a day for the homeland, with Spaniard Alex Criville not only winning his third straight 500cc race at Jerez, before 150,000 highly partisan fans, but also taking over the championship lead. That was made possible by the 13th-place finish of Team Suzuki's Kenny Roberts Jr., whose luck ran out in a very big way.

After a not particularly great start, Roberts was run off the track on the second lap by his teammate Nobuatsu Aoki, who took the brunt of the damage. The Japanese rider, who had qualified second, suffered a broken wrist. Roberts' damage came later. After rejoining the race down in 20th place, the winner of the first two races made his way up to eighth on the 18th lap. Four laps from the end, a spark plug broke and Roberts rode the Suzuki home to 13th place on three cylinders.

"For the last four laps, I was just trying to make the finish," Roberts said.

One more place and he would've been tied for the title lead. As it is, he's a point behind Criville, 54-53, after three of 16 races.

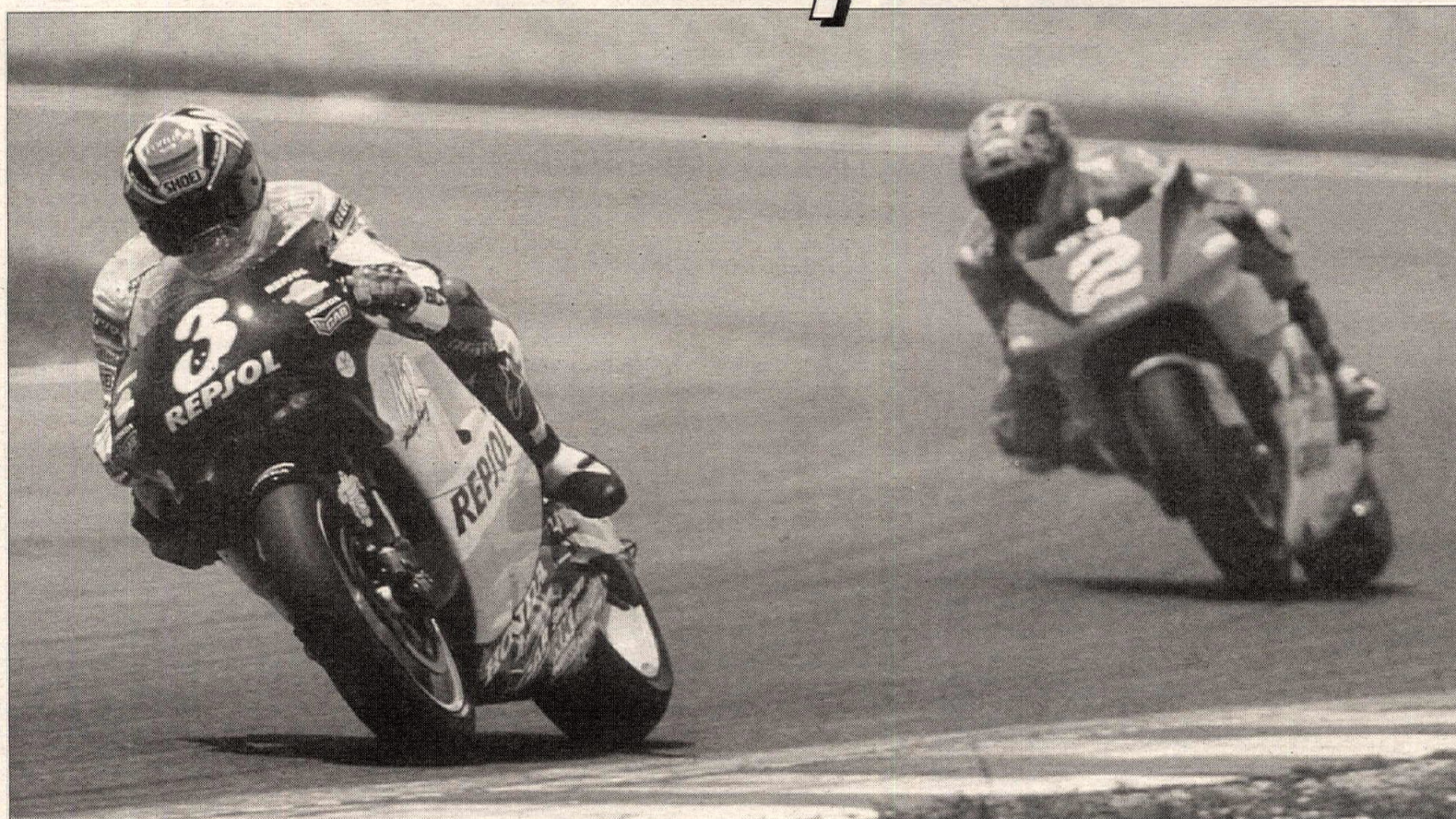
"It was a very, very difficult race for me because my bike didn't work perfect today; perhaps the wind helped a little bit, but also the tire performance went down and the race was not so fast - 45, 45 (1:45 laps)," Criville said. "I think last year was one second faster."

Not quite, but almost.

John Kocinski (19) got a flier of a start from the second row to lead the opening laps of the Spanish 500cc Grand Prix. Kocinski eventually faded to a sixth-place finish with tire problems.



Criville, Criville!



(Left) The race came down to Alex Criville (3) vs. Max Biaggi (2). Despite constant pressure from Biaggi, Criville was able to win the Spanish Grand Prix for the third straight year. (Below) The battle for third was intense to the finish, with Tadayuki Okada (8), Sete Gibernau (15) and Norick Abe (6) fighting to the very end. Gibernau ended up third.

In winning the ninth 500cc GP of his career, Criville completed the 27-lap, 74.21-mile race in 47 minutes and 38.667 seconds at an average speed of 93.452 mph. Last year's record race time was 47 minutes, 21.522 seconds.

Criville beat Marlboro Yamaha's Max Biaggi to the line by .157 of a second.

"I was leading the race, and think now I have 25 points, and I have to think about the championship," Criville concluded.

Biaggi was a constant threat to Criville, waiting for the mistake which never came. It appeared he'd make a run in the hairpin on the final lap, but Criville effectively blocked his line. That - and the fact that the Yamaha was down on acceleration to Criville's Repsol Honda NSR500 - sealed Criville's victory.

"We need to work a little bit more on acceleration," Biaggi said, "because we need a little bit more; that's why I couldn't attack him."

Repsol Honda's V-twin-mounted Sete Gibernau was the second Spaniard on the podium, taking a third and matching his career-best finish. He did it the hard way, fighting to the end with teammate Tadayuki Okada and Antena 3 Yamaha-D'Antin's Norick Abe. There was some pushing and shoving, and Gibernau apologized, but he was happy with his third.

Okada and Abe finished within seven-tenths of a second of Gibernau,

with Abe getting passed on the last lap.

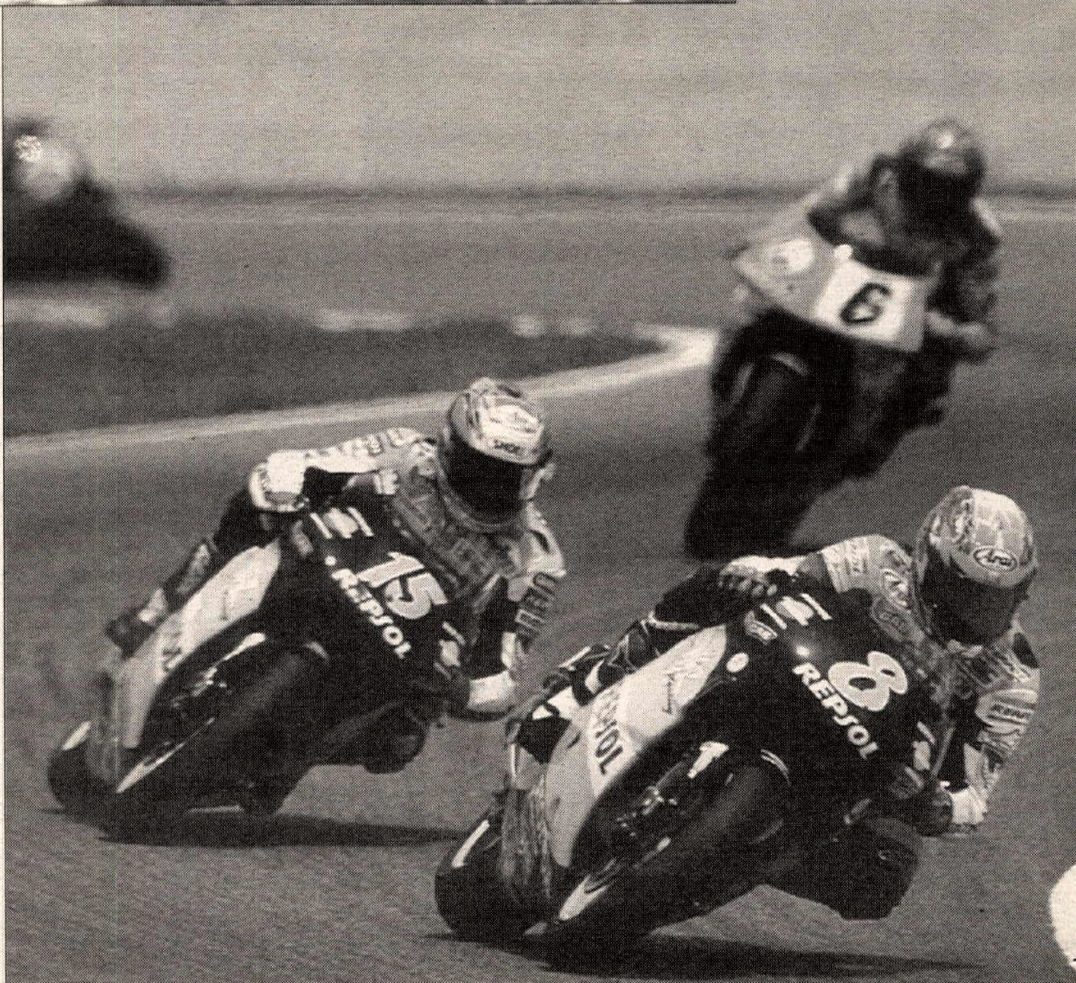
Kanemoto Honda's John Kocinski finished sixth after leading the first two laps. After getting a flier of a start, Kocinski began to fade with tire troubles, front and rear, dropping back to seventh before recovering a spot seven laps from the end when he picked up his lap times. His fastest lap was on the 24th of 27. The team is in dire financial straits, and this may be one of the team's final races (see "Briefly...").

Seventh went to Regis Laconi, the eager Frenchman whose early pace put him in third but burned up his tire and forced him to back off.

Luca Cadalora gave the Team Biland GP1 MZ its best finish ever, an eighth, getting the better of a racelap fight with Movistar Honda Pons' Juan Borja, who ended up ninth. Marlboro Yamaha's Carlos Checa was 10th.

In his third ride on the bike and his first in Europe, Proton KR Modenas rider Mike Hale was 16th.

Aprilia's Valentino Rossi took his first win of the sea-



son in the 250cc class, easily outdistancing Shell Advance Honda Team's Tohru Ukawa after passing him just past the halfway mark, and then adding humor to the cool-down lap when he stopped at a trackside port-a-john to relieve himself.

The FIM didn't see the humor in it and the race direction decided to inflict a "warning" on Rossi, whose behavior during previous laps of honor have also drawn the ire of the ruling bodies.

"In the middle of the race I have a little problem," the Italian said. "It isn't possible after the podium and after the press conference."

Ukawa kept it close for a number of laps, but the pace that Rossi set in the last quarter of the race proved too much for the Japanese rider, and Rossi became the third different winner in the three races this season.



(Above) Kenny Roberts Jr. (10) had an awful day. The Californian was knocked off the track by his teammate and then fought back, only to finish an eventual 13th with mechanical problems. (Left) It was a great day for Spain as Criville won his home Grand Prix - and Gibernau was third.

Ukawa finished 4.439 seconds back, with Elf Axo Honda Gresini's Loris Capirossi, the reigning 250cc World Champion, a very distant third.

The race for most of the rest of the top 10 was strictly processional at the end, with only the riders contesting spots eight through 10 racing to the end.

Ukawa, who has finished second in all three races this season, took over the championship points lead with 60 - three better than Capirossi and 15 ahead of Rossi.

Playlife Racing Team-Liegeois's Masao Azuma kept his perfect 125cc season intact by taking advantage of a mental error by Spaniard Emilio Alzamora on the final lap.

Alzamora took the lead with an inside move in the final hairpin leading onto the front straight. As he made his way up the front straight, the Via Digital team Spaniard began desperately weaving, allowing the straight-line Azuma to speed ahead, bringing second-place finisher Lucio Cecchinello of the Givi Honda LCR team with him.

At the flag, it was the Japanese rider

Azuma by .099 of a second over the Italian Cecchinello, with Alzamora relegated to third.

Having completed a clean sweep of the first three races, Azuma leads the championship with 75 points, 23 more than Alzamora.

250cc GRAND PRIX

Reigning World Champion Loris Capirossi got the jump on the 29-rider field, but it didn't last long. Valentino Rossi came by on lap two and held the spot for most of the rest of the race.

For laps three through eight, Chesterfield Yamaha Tech 3's Shinya Nakano kept the heat on, with Ukawa a constant presence as the top three edged away from Capirossi.

Nakano's day ended on the ninth lap with a mechanical problem.

"I started on pole, set the fastest lap, felt good all weekend, and I knew I could win today, but it was not to be," Nakano said.

His departure left Rossi in front with almost a second on Ukawa, a gap that closed up almost immediately, with a

Ukawa crossing the line first on lap 14 before dropping back to second. The pair were now clearing out from Capirossi, who was running into tire problems, but he would have enough to run by himself to a secure third.

"I have a good start but too many problem with the rear tire," the Italian said. "I don't know why I have this problem, but it's very difficult to follow Valentino and Tohru. I prefer to finish this way because it's too dangerous for me to try to push hard, and this third position's okay for me because the championship is so long and it's better to finish the whole race and this podium is perfect."

Ukawa was able to hang with Rossi until there were about 10 laps to go. Rossi eked out over a second, and then more, and by lap 19 of 26 he was free and clear and on his way to his first win of the year.

"Today my bike is perfect and I make a good start - not a good one, but not so bad," he said. "I stick with (Shinya) Nakano and Loris and Tohru, and Loris had a little problem in the fast corner, but he's very fast in the hairpin. Also Nakano is very fast, but I got in front and I make my lead, 45.4 and 45.2, and it's possible for me to stay in this range all this race. But Nakano and Ukawa stay with me. In the middle of the race I see Nakano out, I don't know why. Tohru make mistake at the exit of a corner and I overtake him and I push very hard and it's possible for me to win."

Rossi said that by racing with the Yamaha and the Honda, he was able to assess their strengths and weaknesses.

"Today, for the first time I see Honda and Yamaha," Rossi said. "The Yamaha have fantastic frame, but engine is not so fast. A little bit more slow than me, than Aprilia. Honda is very fast in acceleration, a little bit more than Aprilia, but Aprilia has more top speed. I have a little problem with the frame, but also Honda have because under brake, my bike is not perfect. Honda is perfect on the brake, but in the fast corner my bike is more fast than Honda."

Ukawa said that from the middle of the race, his front tire was off, a product of his pushing hard at the beginning. Once he lost confidence in the front, there was no way he could chase Rossi down.

Fourth went to Franco Battaini, who was by himself for much of the time, and struggling with an engine which had lost power. Watching the leaders get away, the Italian was helpless with a

machine that was a second slower than it had been in qualifying.

Fifth was an equally lonely ride for Docshop Racing's Marcellino Lucchi, but the race for sixth was a good one, Aprilia Germany's Ralf Waldmann overcoming a horrendous start to beat QUB Team Optimum's Jeremy McWilliams for the spot.

Waldmann completed the first lap in 21st place, quickly moving forward until he was sixth, his finishing spot on the 15th lap. McWilliams slotted in behind him a lap later and chased him for a while before Waldmann put it out of reach. It was Waldmann's first race back since breaking his wrist during practice for the season opener in Malaysia.

"The wrist wasn't too bad today," Waldmann said, "but I got a really bad start because I've not started a race on the Aprilia before. After that, it was exciting because I had to pass so many guys. Then I ran wide and lost a few places and had to fight back again."

After McWilliams came Fila Watches Honda's Stefano Perugini, at the front of a four-rider rush in which the participants finished within just over a second of each other.

Perugini took back eighth on the final lap, with Vasco Rossi Racing's Roberto Rolfo, Polini's Luca Boscuro, and Padgett's HRC Shop's Jason Vincent streaming by in quick order.

500cc GRAND PRIX

Criville had to be the favorite going in, simply because he'd won here the past two years and nearly the last three. In 1996 he followed Doohan into the last corner, only to high-side on the exit, throwing away a secure second place.

Doohan wasn't here this year - a disappointment to the riders, but also a relief. The field was wide open, with a number of riders capable of taking the victory.

Kanemoto Honda's John Kocinski wanted to be one of them; at least that's what you'd have to infer from his holoshot. He was away in a flash, up from the second row and first into turn one. But it wouldn't last.

Kocinski had chosen a soft front tire, and before long it became a problem and he slowly dropped back. Criville was happy to take over the top spot, which he did in a tight left on lap three. From that point on, Criville led every lap, first over Frenchman Regis Laconi and then over Biaggi.

This was a two-rider race, with Biaggi probing but finding no weaknesses. He wasn't deterred, keeping the pressure on to the final lap but never finding

the opening he needed to displace the Spaniard. When the flag fell, it was Criville by .157 of a second.

"This was a slow race for everybody," the Spaniard said. "It was a long, hard race for me. I kept on looking at my board, but I just couldn't get down below the 1:45s. The faster I tried to go, the slower I ended up being. So there was nothing I could do to get clear of Max (Biaggi). Also, from the third lap on, the front tire lost a lot of grip. I didn't know what Max was doing behind me, so I just kept on going and just made sure I didn't open up any passing opportunities for him on the last lap."

Biaggi said it took him a little while to get going. He'd come together with Kenny Roberts in the second corner on the first lap - "I have the tire marks on my leathers to prove it," he said - and finished lap one in fifth.

By the fourth lap he was on Criville, where he'd be for the duration. What he soon noticed was that his Yamaha wasn't able to jump off the corners the way the Honda could, which meant he'd have to find a way to pass on the brakes. By then his tires were gone.

"It was very difficult, because at this place it's very hard to overtake," Biaggi said, "and then I finally got to Alex. I was quite okay to be there, quite comfortable. When the tire dropped down, it was hard to attack a little bit on acceleration out of the hairpin."

Criville anticipated the last-minute measure.

"For sure, I know that in last lap one line last corner it's possible to pass, but I closed the door, so that was a tactic," he said.

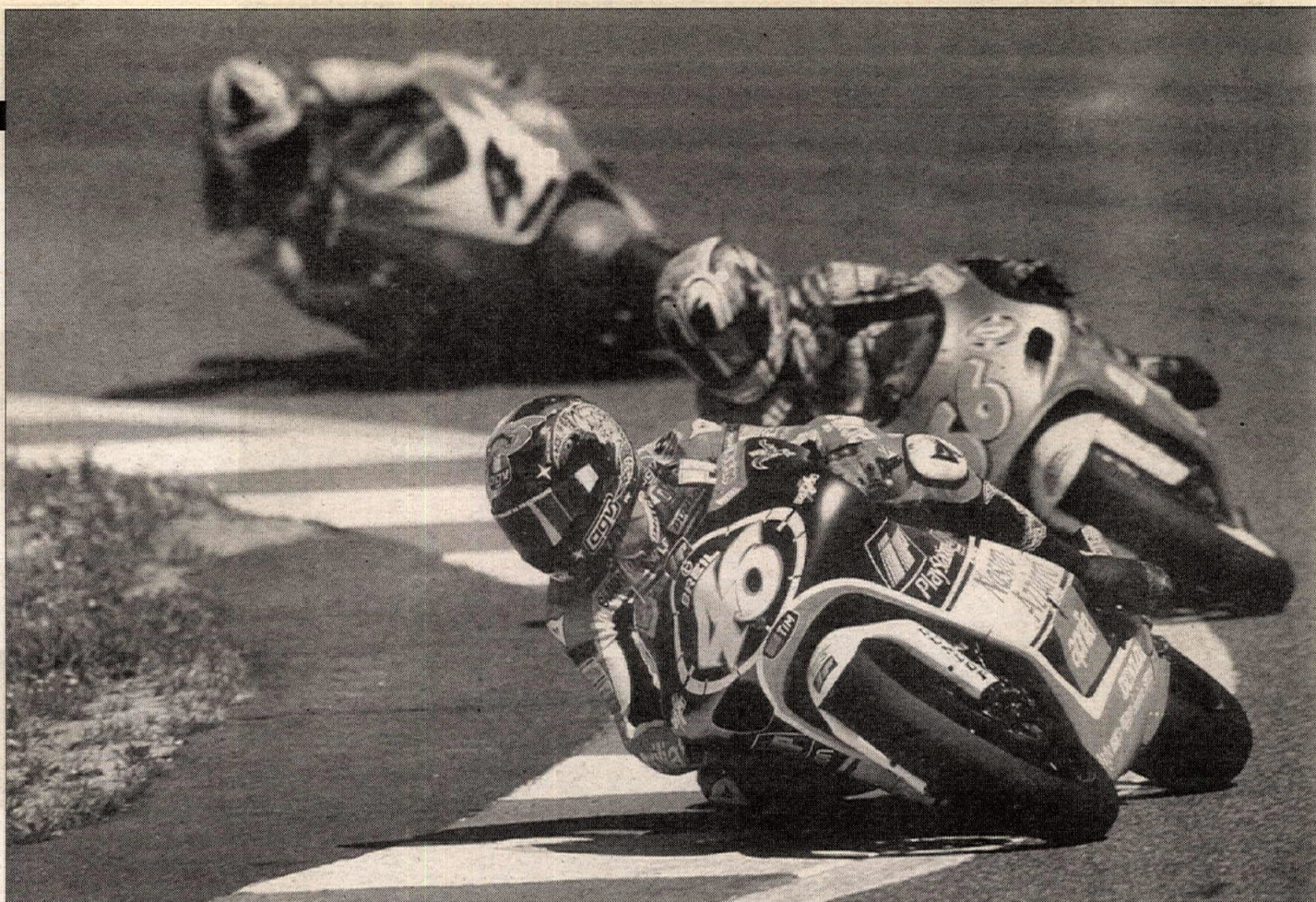
The race for third was intense: three riders on three different machines, with different strengths and different riding styles. The layout of Jerez favored the nimble Repsol Honda NSR500V of Gibernau. He could put it where he wanted it and wasn't often punished by the straights, none of which are very long. Gibernau had hooked up with Norick Abe and Tady Okada early in the race, and the trio dropped early third-place runner Laconi behind them completely on lap 16 of 27. At that point, it was Okada and the V-four Honda in front, with Abe taking over after half a dozen laps; then Okada took it back with a move under his fellow Japanese in the hairpin. All three made contact with each other at one time or another. Gibernau was in the mix, but not at the front - not until the final lap.

Starting the last lap behind Abe, Gibernau made his move in the fast double rights behind the pits, and then held off Abe's charge in the hairpin to take his first podium of the year.

"I was trying to stay behind and I was trying to get different places to pass the guys in front of me," Gibernau said. "If it was Abe or Okada and I had a couple of places that I knew I could pass them, the two last corners to the left-hander I was faster than them. So if I could get by whoever was in front of me for the last lap, I knew I could finish third. So I did my move and we touched a little bit a couple times, maybe with Norick, and I feel sorry for that, but that's racing, I guess. I hope he understands."

Okada took fourth from Abe after Abe and Gibernau touched, balking him momentarily.

"Sete was really good on the brakes," Okada began. "His bike was a lot more stable than mine, but then that's the strong point of the twin. Still, I managed to pass Abe on the last lap, so that's good."



Abe said that when he and Gibernau touched, it cost them both momentum, but he got the worst of it.

"He recovered better and Okada took advantage," Abe said. "Fifth is not so bad, but it could have been better."

Sixth went to Kocinski, who used up his tires with his early burst of speed and then waited until the end to get his second wind.

"After the first lap, the second lap, the rear-tire grip went away drastically," Kocinski said. "In the middle and the end of the race, it seemed like the grip was better, which is strange."

Kocinski said that he still hadn't sorted out the handling on the Honda four.

"We've definitely got to work on the problem of running wide everywhere," Kocinski said.

A little more than six seconds back came Laconi, who lamented the fact that his early pace punished his tires.

Cadalora gave the MZ its best finish by taking eighth. What the bike needs is more acceleration, he realized, and today the bike was jetted much too richly, he said.

MoviStar Honda Pons' Juan Borja took ninth from Marlboro Yamaha Team's Carlos Checa four laps from the end. Checa chased him to the line, coming up .018 of a second short.

"We changed the setup for the morning warmup, and that's more or less what we raced with, though it wasn't a huge improvement," Checa said. "Obviously I'm not happy with today's result, but we must keep our heads down and try and improve things when we test at Valencia this week."

The second MZ of Jurgen van der Goorburgh was 11th, followed by the FCC TSR Honda of Haruchika Aoki. Then came Roberts.

"I got an okay start, but then I got squeezed out and had to roll off the power by all those guys who can't race but like to be up front for the first couple of laps," he said. "I'm not naming names, but it isn't Alex Criville and it isn't Max Biaggi. We were in for the long haul, but then I got shunted into the hairpin on the second lap by Nobu (Aoki) and went across the gravel. That's when I picked up some stones."

Roberts said his lap times were consistent, even though he was passing riders everywhere. He was in a good position to score points - eighth place - when a spark plug broke.

(Above) Valentino Rossi leads Shinya Nakano and Tohru Ukawa in their 250cc Grand Prix battle - a race that was won by Rossi. (Right) The ever-popular Rossi celebrates with the Spanish fans after winning his first GP of the season.



"The championship starts now for me," he said.

Circuito de Jerez
Jerez, Spain
Results: May 9, 1999 (Round 3 of 16)

500cc QUALIFYING: 1. Alex Criville (1:43.674/95.438 mph); 2. Nobuatsu Aoki (1:43.948); 3. Kenny Roberts Jr. (1:43.980); 4. Max Biaggi (1:44.056); 5. Regis Laconi (1:44.069); 6. Alex Barros (1:44.199); 7. Sete Gibernau (1:44.217); 8. John Kocinski (1:44.304); 9. Norick Abe (1:44.401); 10. Juan Borja (1:44.628); 11. Tetsuya Harada (1:44.701); 12. Carlos Checa (1:44.731); 13. Jose Luis Cardoso (1:44.871); 14. Tady Okada (1:44.924); 15. Luca Cadalora (1:45.050); 16. Jurgen van der Goorburgh (1:45.526); 17. Haruchika Aoki (1:45.567); 18. Sebastien Gimbert (1:45.908); 19. Mick Doohan (1:46.217); 20. Simon Crafar (1:46.510); 21. Markus Ober (1:46.578); 22. Jamie Whitham (1:46.730); 23. Michael Rutter (1:46.766); 24. Mike Hale (1:47.636); 25. Mark Willis (1:49.954).

500cc GRAND PRIX: 1. Alex Criville (Hon); 2. Max Biaggi (Yam); 3. Sete Gibernau (Hon); 4. Tady Okada (Hon); 5. Norick Abe (Yam); 6. John Kocinski (Hon); 7.

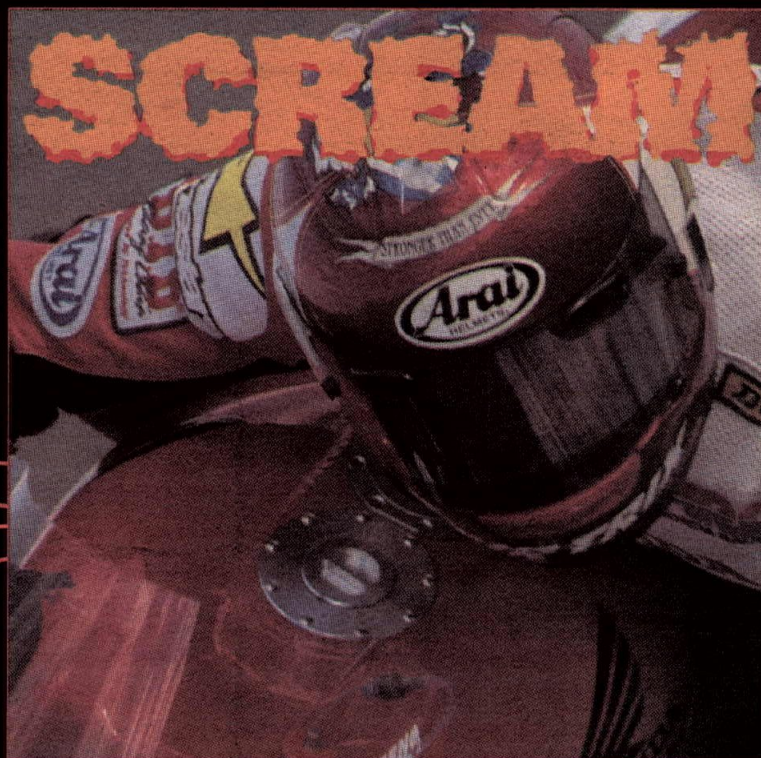
Regis Laconi (Yam); 8. Luca Cadalora (MZ); 9. Juan Borja (Hon); 10. Carlos Checa (Hon); 11. Jurgen van der Goorburgh (MZ); 12. Haruchika Aoki (Hon); 13. Kenny Roberts Jr. (Suz); 14. Simon Crafar (Yam); 15. Markus Ober (Hon); 16. Mike Hale (Mod); 17. Michael Rutter (Hon); 18. Mark Willis (Hon); 19. (TIE) Jean-Michel Bayle/Simon Crafar (4).
Time: 47 min., 38.667 sec.
Distance: 27 laps, 74.21 miles
Average speed: 93.452 mph
Margin of victory: 0.157 sec.

Fastest lap: Alex Criville, 1:44.657/94.451 mph, Lap 5
500cc WORLD CHAMPIONSHIP POINT STANDINGS (After 3 of 16 rounds): 1. Alex Criville (54/1 win); 2. Kenny Roberts Jr. (53/2); 3. Carlos Checa (36); 4. (TIE) Mick Doohan/Sete Gibernau (33); 6. (TIE) Max Biaggi/Norick Abe (27); 8. Tady Okada (25); 9. Juan Borja (20); 10. (TIE) Alex Barros/Regis Laconi (18); 12. Nobuatsu Aoki (13); 13. John Kocinski (10); 14. (TIE) Shinichi Itoh/Yukio Kagayama (9); 16. Luca Cadalora (8); 17. (TIE) Jurgen van der Goorburgh/Haruchika Aoki (5).

250cc QUALIFYING: 1. Shinya Nakano (1:44.738); 2. Loris Capirossi (1:44.811); 3. Valentino Rossi (1:44.942); 4. Franco Battaini (1:44.953); 5. Tohru Ukawa (1:45.385); 6. Olivier Jacque (1:45.456); 7. Marcellino

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Briefly...

Jean-Michel Bayle was replaced on the Proton KR Modenas by Englishman **Jamie Whitham** at Jerez, officially because of an insect bite. Unofficially, Bayle was known to have been unhappy with the performance of the Modenas and had told French journalists at the Japanese Grand Prix in Motegi two weeks earlier that he wouldn't be at Jerez. Team manager Chuck Aksland said that Bayle had been bitten by a bug at his home in France on the Monday prior to the race but didn't think much of it. Before long his temperature was over 100 degrees and he was in the hospital. Though he was soon released, his doctors advised him not to race because of the antibiotics he was taking. Aksland phoned Whitham on Wednesday to see if he was available, and he was. The previous Sunday, he'd won the 600cc World Supersport race at Donington Park on a Belgarda Yamaha R-6, but he didn't have a permanent ride for the season. In Jerez, Whitham was teamed with his Suzuki World Superbike teammate from two years ago, Mike Hale. As to Whitham's long-term future with the team, Aksland said this was a one-race deal - "unless he wins," he joked. Bayle is expected back for an IRTA test at Valencia, in southeastern Spain, a few days after the GP. Whitham's debut wasn't flawless. He crashed the Modenas in the first qualifying session on Friday, suffering a contusion to his right foot. He ended up qualifying 22nd and crashed again in the race, this time while running in 12th on lap 12. "I pushed the front end a bit too hard," the Englishman said.

The promised updated **BSL** engine was a no-show at Jerez, though the team showed up with the bike anyway. According to team members, a new engine was held up at Spanish customs in Barcelona, forcing them to lease a Honda NSR500V from Padgett's, the British Yamaha dealer. BSL rider Mark Willis rode the Honda at Jerez, a track he'd never before seen. Willis broke the crank on the rented Honda in Saturday's morning session and had to settle for his Friday qualifying time, a mark which put him 25th, and last, some six seconds off the pole. The team issued a press release saying that the BSL would be at Paul Ricard in two weeks. "The problem in Malaysia was a broken crankshaft," team coordinator Dave Stewart said. "We sent the parts back to New Zealand, where our engineers found there had been an error in the manufacturing process. A radius between the flywheel and web had been machined incorrectly." Stewart said the new crankshafts weren't ready for this race but would be ready for France, possibly earlier, and the team would have two bikes in Le Castellet. "We always knew our first season would be difficult," Stewart said. "We are developing a brand-new machine that we have built from scratch. Teething problems are inevitable, but the team spirit remains very high, and we're looking forward to the rest of the year."

Kanemoto Honda's **John Kocinski** learned at Jerez that Honda Racing Corporation (HRC) was going to give him his 1997 World Superbike Championship-winning Honda RC45. Honda Racing Corporation RVF-750 project leader Nakamoto sent Kocinski a fax in Jerez stating, "We believe that without your superb riding we cannot get the 1997 championship."

Red Bull Yamaha WCM's **Simon Crafar** tested at Jarama the week prior to the Spanish GP at Jerez in a bid to sort out the handling problems he's been experiencing since switching to Michelin tires from Dunlop this year. "We went to Jarama last week to work on the problems I am having with the front end and I did get some valuable time experimenting with various setups," Crafar said. "However, I still haven't really found what I am looking for, and that is reflected in my position today. It is still very disappointing not to be threatening the top guys."



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Lucchi (1:45.669); 8. Jeremy McWilliams (1:45.818); 9. Ralf Waldmann (1:45.889); 10. Stefano Perugini (1:46.094); 11. Jason Vincent (1:46.222); 12. Luca Boscuro (1:46.315); 13. Roberto Rolfo (1:46.587); 14. Johan Stigefelt (1:46.593); 15. Masaki Tokudome (1:46.722); 16. Alex Hoffman (1:47.248); 17. Sebastian Porto (1:47.346); 18. Julien Allemand (1:47.541); 19. David Garcia (1:47.686); 20. Jarno Janssen (1:47.869); 21. Tomomi Manako (1:48.065); 22. Anthony West (1:48.454); 23. Matias Rios (1:48.646); 24. Alvaro Molina (1:48.758); 25. Naohiro Negishi (1:48.774); 26. Alfonso Nieto (1:48.799); 27. Yuzy Shahrol (1:48.961); 28. Jesus Perez (1:49.520); 29. Manuel Luque (1:49.729); 30. Alex Debon (1:50.042); 31. Lucas Oliver (1:50.241).

250cc GRAND PRIX: 1. Valentino Rossi (Apr); 2. Tohru Ukawa (Hon); 3. Loris Capirossi (Hon); 4. Franco Bataini (Apr); 5. Marcellino Lucchi (Apr); 6. Ralf Waldmann (Apr); 7. Jeremy McWilliams (Apr); 8. Stefano Perugini (Hon); 9. Roberto Rolfo (Apr); 10. Luca Boscuro (Hon); 11. Jason Vincent (Hon); 12. Sebastian Porto (Yam); 13. Masaki Tokudome (Hon); 14. Tomomi Manako (Yam); 15. Alex Hoffman (Hon); 16. David Garcia (Yam); 17. Anthony West (Hon); 18. Alfonso Nieto (Yam); 19. Jarno Janssen (Hon); 20. Yuzy Shahrol (Hon); 21. Alvaro Molina (Hon); 22. Lucas Oliver (Yam); 23. Jesus Perez (Hon); 24. Naohiro Negishi (Hon); 25. Alex Debon (Hon).

Time: 46 min., 4.289 sec.

Distance: 26 laps, 71.46 miles

Average speed: 93.063 mph

Margin of victory: 4.439 sec.

Fastest lap: Shinya Nakano, 1:44.875/94.468 mph, Lap 4
250cc WORLD CHAMPIONSHIP POINT STANDINGS (After 3 of 16 rounds): 1. Tohru Ukawa (60); 2. Loris Capirossi (57/1 win); 3. Valentino Rossi (45/1); 4. Shinya Nakano (41/1); 5. Marcellino Lucchi (28); 6. Franco Bataini (26); 7. Jeremy McWilliams (18); 8. Roberto Rolfo (17); 9. Stefano Perugini (15); 10. (TIE) Olivier Jacque/Naoki Matsudo (13); 12. (TIE) Daijiro Katoh/Luca Boscuro (11); 14. (TIE) Tatsuya Yamaguchi/Ralf Waldmann/Tomomi Manako (10); 17. Jason Vincent (9); 18. Anthony West (8); 19. Masaki Tokudome (6); 20. Sebastian Porto (5).

125cc QUALIFYING: 1. Masao Azuma (1:48.983); 2. Roberto Locatelli (1:49.041); 3. Emilio Alzamora (1:49.151); 4. Lucio Cecchinello (1:49.225); 5. Arnaud

Vincent (1:49.581); 6. Gianluigi Scalvini (1:49.664); 7. Jeronimo Vidal (1:49.693); 8. Simone Sanna (1:50.069); 9. Noboru Ueda (1:50.185); 10. Manuel Poggiali (1:50.318); 11. Marco Melandri (1:50.456); 12. Frederic Petit (1:50.567); 13. Kazuto Sakata (1:50.586); 14. Max Sabbatani (1:50.652); 15. Steve Jenkner (1:50.838); 16. Alessandro Brannetti (1:50.966); 17. Mirko Giansanti (1:51.108); 18. Youichi Ui (1:51.239); 19. Ivan Goi (1:51.520); 20. Angel Nieto Jr. (1:51.318); 21. Gino Borsoi (1:51.327); 22. Reinhard Stolz (1:52.301); 23. Randy De Puniet (1:52.319); 24. Adrian Araujo (1:52.454); 25. Bernhard Absmeier (1:52.592); 26. Emilio Delgado (1:52.623); 27. Pablo Nieto (1:52.762); 28. Luis Costa (1:54.660); 29. Antonio Elias (1:54.741).

125cc GRAND PRIX: 1. Masao Azuma (Hon); 2. Lucio Cecchinello (Hon); 3. Emilio Alzamora (Hon); 4. Gregorio Scalvini (Apr); 5. Roberto Locatelli (Apr); 6. Jeronimo Vidal (Apr); 7. Simone Sanna (Hon); 8. Noboru Ueda (Hon); 9. Manuel Poggiali (Apr); 10. Arnaud Vincent (Apr); 11. Ivan Goi (Hon); 12. Gino Borsoi (Apr); 13. Mirko Giansanti (Apr); 14. Alessandro Brannetti (Apr); 15. Kazuto Sakata (Hon); 16. Angel Nieto Jr. (Hon); 17. Steve Jenkner (Apr); 18. Reinhard Stolz (Hon); 19. Bernhard Absmeier (Apr); 20. Emilio Delgado (Hon); 21. Antonio Elias (Hon).

Time: 42 min., 25.263 sec.

Distance: 23 laps, 63.21 miles

Average speed: 89.406 mph

Margin of victory: 0.099 sec.

Fastest lap: Masao Azuma, 1:49.395, 90.447 mph, Lap 7

125cc WORLD CHAMPIONSHIP POINT STANDINGS (After 3 of 16 rounds): 1. Masao Azuma (75/3 wins); 2. Emilio Alzamora (52); 3. Gregorio Scalvini (33); 4. Lucio Cecchinello (30); 5. Jeronimo Vidal (21); 6. Hideyuki Nakajoh (20); 7. (TIE) Arnaud Vincent/Simone Sanna (19); 9. Youichi Ui (16); 10. (TIE) Ivan Goi/Kazuto Sakata (15); 12. Max Sabbatani (14); 13. Gino Borsoi (13); 14. (TIE) Katsuji Uezu/Roberto Locatelli/Manuel Poggiali (11); 17. Noboru Ueda (8); 18. (TIE) Kazuhiro Kubo/Angel Nieto Jr. (7).

Upcoming Rounds:

Round 4 - Le Castellet, France, May 23

Round 5 - Mugello, Italy, June 6

Masao Azuma kept his season perfect with a third successive 125cc GP victory.



Team Suzuki's **Kenny Roberts Jr.** complained about the white lines edging the track after crashing early in the first (partially wet) qualifying session. He went down with no warning in a fast right behind the paddock. "It's a pretty quick part of the track, in fourth gear, so I was lucky to get away with it," Roberts said. The result was that Roberts had to resort to using his backup bike, which was set up for the wet, on a drying track. "I was struggling from there on, but it will definitely be better tomorrow." Regarding the white lines, Roberts said that they use them so much that they're part of the normal racing line. "I didn't see any white lines like that at the Japanese track. There's a number of different solutions, but something has to be done."

After a one-race respite, temperamental Italian **Luca Cadalora** returned to the Team Biland GP 1 team with a new machine. Cadalora was testing a "Big Bang" version of the Weber engine, with a close firing order between the two cylinder pairs. Though he was impressed with the power delivery and the ridability of the new engine, Cadalora went faster on the standard "Screamer" engine in the first qualifying session. He qualified 15th, despite breaking a clutch basket on his best flying lap. "It was a very painful learning experience today, though, because we did a good job on the setup of the bike, and when I went for the last run, I really felt confident that I could do something very good. I knew it was going to be a really fast lap, but when I got onto the back straight, the clutch broke, and there was nothing I could do."

Team Kanemoto's **Erv Kanemoto** said that if a prospective sponsorship deal doesn't materialize by the French Grand Prix in Paul Ricard on May 23, he may have to reconsider his plans to continue racing. "After here, we'll have to think," said Kanemoto, who is sponsoring John Kocinski on his one-bike team. "Here and Paul Ricard, I don't like to think that way. When I'm at the races, I think about the races. When I go back to my motorhome at night is when I think about all the other stuff." Though he has received some outside help, he's funded most of the program himself by taking out two loans. He was thankful to Honda, which kept his machine order open while he sought sponsorship. Kanemoto wanted to make clear his current financial predicament: that he has no money. "We don't have a sponsor. We've had discussions with three sponsors that might come through. Even in Japan, there was talk of a sponsor for Japan." The team has had various people seeking sponsorship with the possibility still existing that he may land a deal with a telecommunications company. "The only way to find sponsorship is by hanging in there," Kanemoto said. The team suffered setbacks in the first two races. After qualifying on the pole in Malaysia, Kocinski crashed in the race while running in the top five. In Japan, he crashed twice in the race. "I'm hoping to make it happen. If everything goes right, I believe John can do well. In Malaysia and Japan, we had a little trouble. We're hoping to turn it around here." This isn't the first time Kanemoto has been in dire financial straits. In 1996 he began the season without a sponsor but with a commitment from rider Luca Cadalora to assume some of the financial responsibilities. Cadalora didn't come through, and Kanemoto was saddled with enormous bills, a situation that wasn't resolved until he secured Marlboro sponsorship for this 250cc team with Max Biaggi the following year. "In '96, Marlboro jumped in there. I didn't end up with money, but I paid my debts."

Top-speed honors went to Repsol Honda's **Alex Criville**, leading a string of Honda NSR500s in the top four spots. He not only had the highest single mark, but the average of his five best laps

was 166.100 mph. Next came Kanemoto Honda's John Kocinski, whose best five laps averaged 164.174 mph, followed by Movistar Honda Pons' Alex Barros and Juan Borja. Team Suzuki's Kenny Roberts Jr. was first Suzuki at 162.378, and Mike Hale had the faster of the two Proton KR Modenas with a five-lap average of 157.898 mph.

Chesterfield Yamaha Tech 3's **Olivier Jacque** will likely miss his home GP in Paul Ricard after aggravating an existing injury by crashing during final qualifying. The Frenchman fell heavily on Saturday afternoon, reinjuring his ankle when he lost traction on a white line edging the track. "I am devastated," the 250cc rider said. "I felt the bike go over as I accelerated. I must have clipped the white line. And then, just pain in the ankle. It looks certain that I will have to have an operation, so I just want to get back to Paris now and try and get fit for Paul Ricard." His teammate Shinya Nakano took the pole position.

Kenny Roberts, the owner of the Proton KR Modenas team, wasn't optimistic about the team's chances for survival. Asked whether it was a blow to the team to lose engineer Warren Willing to Suzuki, where he went with Kenny Roberts Jr., Roberts replied, "Absolutely it was, but I don't see our program lasting very long anyway. I told you last year. There's no mechanism where you can turn this around. I cannot compete against Yamaha when Yamaha gives sponsorship away. I can't compete against Suzuki or Honda. If they want to give sponsorship away, I can't compete. I can compete engineeringwise to make a decent effort, but I can't compete to give stuff away. If there were rules, if this was NASCAR, if this was CART, if it was Formula One - we'd have already won a race if this was Formula One." The team has experienced handling problems with the new KR3, most of which revolve around the new engine, and its size and placement in the frame. Riders Jamie Whitham and Mike Hale qualified 22nd and 24th, respectively, in Jerez.

Following in his father's strongly political footsteps, Team Suzuki's Kenny Roberts Jr. requested a meeting with FIM safety officer **Franco Uncini** to discuss a number of safety issues which have recently been raised, including the use of antiskid paint to line the track. The paint wasn't used at Jerez, which caused the falls of Repsol Honda's Mick Doohan as well as Roberts himself. "I asked Uncini for a dinner where we could sit down, (Alex) Criville and (Carlos) Checa and myself and whoever else we can get in there. We want to talk and Franco wants to talk, and we want to get the rules better for Franco to work around, basically. What's written in the rule book as far as the paint goes is antiskid paint. It doesn't say when you can apply it or if you can apply paint over it, which they did. So the rules aren't tight enough for him. This is his job and it's been done, but it's been done either a long time ago or something's been done to it since. So we need something that says this paint, seven days before and no earlier, and it has to be this type of paint, whatever color you prefer. But just stuff like that we as riders feel should already be in there. This is the year 2000. We're sending people to the moon; I'm sure we can get the right kind of paint." Roberts said the discussion should be wide-ranging. "Basically, that everything has to get tightened up. If tracks like Rio don't get paved before four months before the race, we as riders know it's going to chew up when we go there; we go there and it chews up. These type of things. It shouldn't revolve around money, around politics, around Dorna being paid to go there. If you have, like my father says, 10 commandments on track safety, and you worry about those 10 commandments, then it's a lot easier to work off than rules written 50

years ago or 10 years ago. We've got so much more technology since then. The problem in Malaysia (where Roberts destroyed his bike in a practice crash when he slid across raised trackside curbs) was I simply suggested they were Franco's mistake and that was it. There was a 186-km (115.58-mph) crash and I had a 187-km (116.202-mph) crash here on Friday in the wet on the last of the fast rights. The result of a smooth sand trap (in Jerez) is, I got up and ran to the pits and I was fine, and I wasn't sore in the morning. The result of one that was raised six inches is the bike was destroyed and I was banged up pretty hard. You can't say all crashes are the same, but this is probably as identical as you can get."

When was the last time **Suzuki** won three 500cc races in a row? That would be 1977, when the factory won the first eight races before Yamaha's Johnny Cecotto won a pair, with American Pat Hennen winning the final round in Silverstone. The eight races were split among three riders: Barry Sheene, Jack Findlay and Wil Hartog. Sheene, who went on to win the 1977 500cc World Championship, won three in a row: Hockenheim, Imola and Paul Ricard - and six of the 11 races. Team Suzuki's Kenny Roberts Jr. won two in a row, but he couldn't make the hat trick in Spain.

Proton KR Modenas' **Mike Hale** missed out on his first Grand Prix point by one spot, despite what he felt was his best race on the KR3. "I got a decent start and I passed quite a few people," Hale said, "and we went into the hairpin at the end of the back straight and I couldn't get the bike stopped. I hit my usual brake marker, but with a full tank of fuel, it affects them so much. And I thought I was going to be joining (Nobu) Aoki in the grass and I lost a bunch of positions and then came back a few. My times were pretty consistent; actually, my last lap was the fastest. I was trying to push as hard as I could, and trying to learn at the same time, and get more confidence in the front end and letting the thing lean over and turn. It's the best I've ridden the bike, it's the best that the bike's been set up this year. At the (upcoming Valencia) test, I'm going to test a chassis that is different, and it's definitely better and I'm looking forward to riding that one. I think it's building confidence and it's not so much in the front end as side grip. Last year, every time I leaned the bike over, it tucked the front and I was down. This thing has just so much side grip, the bikes are so light, it's just a whole other level. It's a real fine line, and the line's way up there, so you've got to really push it and it takes getting a better setup and having the confidence. Coming into this weekend, after Japan, I started to understand better how I'm going to have to ride this bike. I'm going to have to ride it like a 250. I've gone fast on a couple of other four-cylinder 500s. That's because a four-cylinder suits my style easier. These things, at the first race in the dry, I was trying to ride it like that and that's not the fast way, so that's what I'm doing. I can run this thing in on the brakes, brake it and lean it over, and you may slide the front a little bit, but it doesn't tuck on you and you don't bust your ass."

Team Suzuki's **Nobuatsu Aoki** crashed on the second lap when he tried to go around Norick Abe into the hairpin at the end of the back straight. Unable to slow down, he hit teammate Kenny Roberts Jr. and then fell, breaking his left wrist. The team hasn't decided what its next course of action will be, or whether Aoki will be replaced for the French Grand Prix at Paul Ricard on May 23. Aoki is going back to Japan for surgery, and if he's not in pain after the operation, he'll return for Paul Ricard, with no guarantee of riding. If he is unable to ride in France, the following Grand Prix is in Mugello, Italy, on June 6.

By Dave Hoenig
Photos by Flat Trak Fotos

HAGERSTOWN, MD, MAY 8

In 1998, Jay Springsteen showed that he had the potential to win several Nationals, but something always popped up to frustrate the three-time AMA Grand National Champion. Well, 1999 has started much better for the Bartels' Harley-Davidson/Real McCoy's/SuperTrapp-backed Springsteen, who was nearly flawless in round two of the AMA's Grand National Dirt Track Series, which made the first of two stops at Hagerstown Speedway.

Heavy overnight rains left the banked half mile a muddy mess, delaying the start of activities for several hours, but when the track was finally ironed into shape, the tacky, somewhat rough track treated the crowd to some great handlebar-to-handlebar racing.

And without a doubt, Springsteen was the class of the field as he soundly thrashed the 17 other contenders in the feature to earn his first Grand National win since April 1, 1995, when he claimed the Pomona Half Mile.

"It was a great thing, man," Springsteen said. "I'm just really happy. I know this is going to help out the season tremendously. I'm so happy for Bartels', myself, just everybody for starting the season out this way. Jim Kelly and Joe Bisha just did a super job on the bike. It felt so good, all we had to do was pour gas in it and go. This is my 25th year in the series, and I just turned 42 last month, and that's my 42nd National win."

After Springsteen blasted to a commanding lead, the crowd's attention focused on a three-way battle over sec-

ond. Will Davis inched his Eaken Racing/Dick Ford/Rod Lake-backed Harley into a solid second over the BF/LAF/Michigan Harley-Davidson Dealers/Duraliner-backed Tommy Cummings Racing team of Kevin Atherton and Nicky Hayden. Atherton was riding with the confidence and speed he has always shown, while Hayden's confidence was boosted by the knowledge that the Hagerstown Speedway was the site of the best finish of his short career - a fourth in last year's event.

As traffic strung out, it appeared Hayden might once again take the fourth-place money home, but on lap 19 Davis' race came undone.

"Flat tire, man - a flat tire!" a dejected Davis said. "We couldn't handle Springer, but I think we had the rest of them. I'm glad to see him win. I just wish I could have been there to follow him across the line. Everything was great. It was just spot on. We ran the same setup all night. The track just came to us. Early, it was a little bit wet, but it just came around to what we like."

The race between teammates took on

new meaning, and 17-year-old Nicky Hayden fulfilled his long-held dream of a podium finish at a Grand National with a second-place finish.

"I'm pretty pumped - I'm pumped for sure," Hayden said. "I knew I could run up with those guys. It's just a matter of me doing it. I've got to thank Tom Cummings and all the crew. They just really believe in me and worked really hard this winter. It was just a great race. Springer won, and that's pretty awesome."

Just as Davis fell from contention, Chris Carr pushed his Sacramento Harley-Davidson/Phoenix Racing Harley into the TCR playground. As AMA flagman Steve Faraci gave the five-laps-to-go signal, Hayden slipped around the tiring Atherton.

"It felt great all day," Atherton said. "I just got a little tired there at the end. I tensed up a little bit, made a couple more mistakes and then, with five to go, I started racing with Nicky. I didn't want to do anything stupid, just settle in

and finish third. Then here comes Chris, and it was, 'Oh, no - where did you come from?' I'm like, 'Don't pass me; come on, don't pass me!'"

However, Carr did split the teammates and then he headed out after Hayden.

"Kevin and Nicky got to racing," the former Grand National Champion said. "I think that slowed them down a little bit and allowed me to catch them. Obviously, Will dropping out helped. He was a solid second. It took me a lap and a half to get around Kevin, and that let Nicky get away."

Just a few short years ago, the AMA Amateur Nationals were being dominated by Nicky Hayden, Bryan Bigelow and J.R. Schnabel. Tonight the youngsters had, collectively, the best night of their professional careers.

Bigelow worked his USC Racing/Lancaster Harley-Davidson/Marshall Distributing-backed Harley up from a slow start to finish fifth.

"They told me I was 14th on the first lap - a tribute to one of my good starts," Bigelow said. "I was just picking them off one by one, just trying to stay calm. I could see everyone else making mistakes in front of me, and I pretty much learned from them."

Schnabel backed up his first-heat-race win with a solid seventh-place finish, behind Joe Kopp.

"I think I was running around fourth or fifth, and I had a line that had worked in my heat race, but the fast line had moved up and I dropped back pretty fast," the Powell Racing/Sunoco-backed Schnabel said. "In two laps, I think I was back to 10th. I just started trying to be smooth. Bryan went by me about midrace. He showed me the line was up a little higher, so I just followed him. That's basically how I finished - got a seventh because Will got a flat tire. I wish I had found the line a little earlier, but we had a good night."

Dave Burks Motorsports/Harley-Davidson of Missouri's Joe Kopp soldered home sixth.

"I didn't think there would be that much rubber down, especially down in one and two," Kopp said. "I was losing a little bit of ground down there in two, and that's where Bigelow finally got around: getting out of two. I was kind of wishing I tried one of the Continentals in the main. I got a good start from the second row, then just tried to settle in."

Farewell Tour or not, nine-time Grand National Champion Scott Parker was relegated to a struggling eighth-place finish.

"We had a pretty good holeshot, then got a little mixed up and hit a couple of holes," said Harley-Davidson's Parker. "Because of the rain, the track had a couple of whoop-de-dos in it, and I hit them a couple of times. That upset the bike a little bit. The next thing you know, you're back in whatever place I got - seventh or eighth or whatever. I was just riding it out."

Saddlemen/Lancaster Harley-Davidson/Dodge Brothers' Dan Butler held on for a ninth-place finish after running into problems midrace.

"We got a good holeshot from the third row and I was running about fifth or sixth; then our brakes went out," Butler said. "The brake pads just flew off. I don't know if they were getting too hot or what. They came right off. I ended up



He's

baaack!

Three-time AMA Grand National Champion Jay Springsteen led the Hagerstown Half Mile from start to finish, recording his first Grand National win in over four years.

just coasting around. To come from the third row, here, we're real happy to be in the top 10."

Rounding out the top 10 was 1-800-FASTHOG/Moroney's Harley-Davidson's Mike Hacker.

"It feels good to be back on a 750 again," Hacker said. "I just couldn't get my stuff together early in the day. We kind of fumbled around until about halfway through the main; then we started picking guys off. Early in the day I was going pretty good, but then, later on, I kind of lost my rhythm. The track kind of had me spooked after getting hurt here last year. It seemed like the last 12 laps of the main, I got it going pretty good."

HEATS

The first heat was an amazing race, with as many as eight riders shooting for the three advancement spots. Kopp led teammate Kenny Coolbeth into the first turn, with Rich King right behind them. Kevin Varnes used a high line to blast to the front over Kopp, King and another rim rider, Jason Sentell.

Just when it looked like Varnes would open up some daylight, a slip dropped him into the clutches of the pack. Kopp took over on lap four, only to find King leading Kopp, Sentell, Varnes, Schnabel, Coolbeth and fast qualifier Dan Stanley at the halfway point. Schnabel was now on the move and took first on lap seven, only to give it back to Kopp a lap later. King settled his Corbin Racing/Harley-Davidson Cycle Center of Waterloo Harley into third. Schnabel was able to pull off one more pass and took the win. Kopp and King also advanced. Varnes just missed with a fourth. Despite a strong fifth-place finish, Sentell's night was over after his Harley-Davidson suffered a broken rocker-arm stud. Coolbeth and Stanley were also semi bound.

The second heat was somewhat anti-climactic, as "only" a two-rider battle unfolded. Atherton led from the pole over David Rayburn and Steve Morehead. Then, just as quickly, Allen-Mari-onaux/SuperTrapp/Red Line Oil-backed Greg Teague blasted high around the field and took over the lead. Atherton picked up on Teague's line and on lap six he retook the point exiting turn two. The lead duo then settled down, content to have direct tickets into the National. F&S Harley-Davidson/KK Supply-backed Morehead rode home a lonely third. Johnny Murphree and Shaun Russell desperately tried to close on Morehead, to no avail.

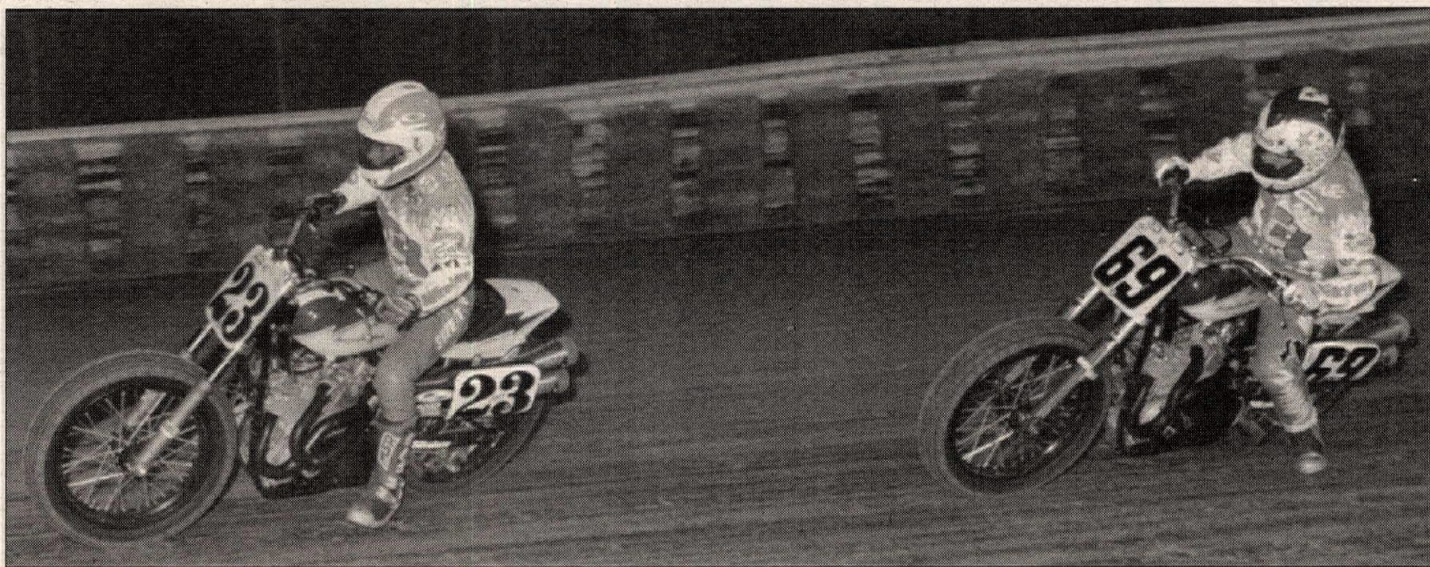
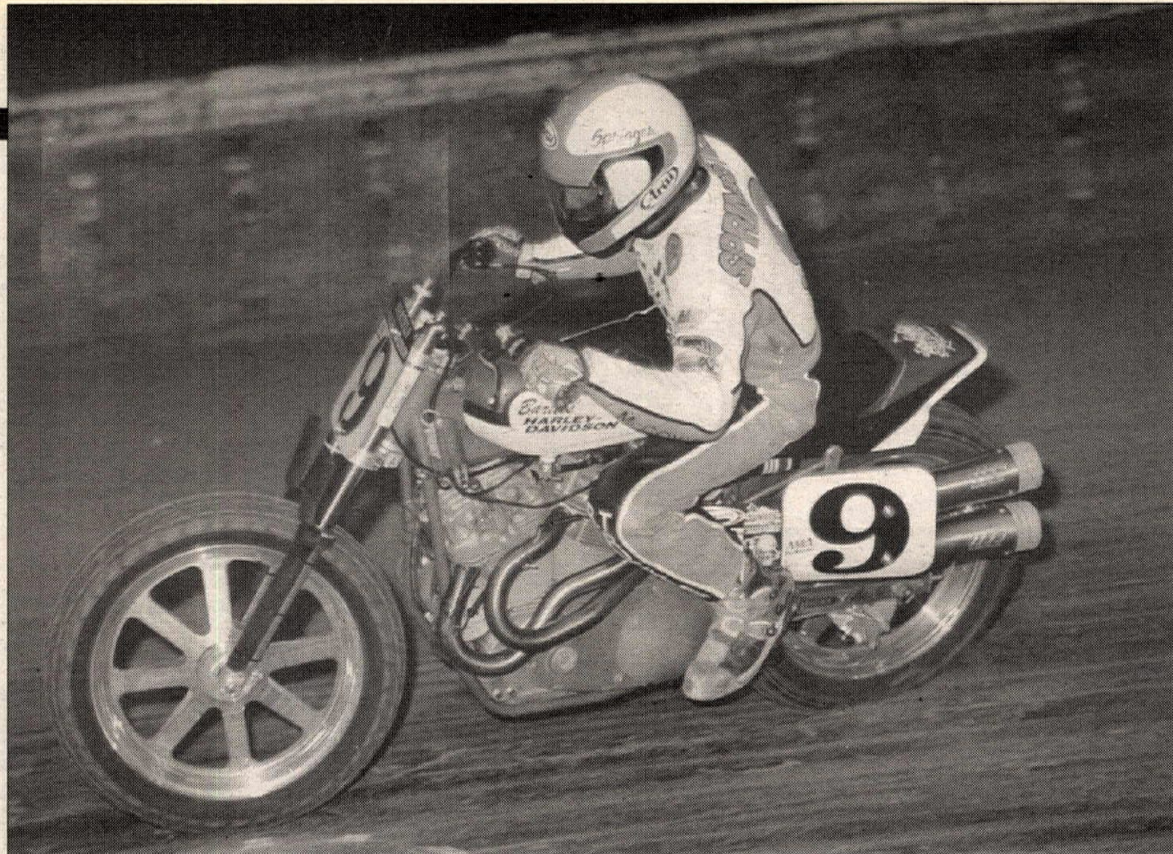
Hacker got the holeshot in the third heat over Hayden and Springsteen. Hayden quickly took over the lead and pulled away. Springsteen was stuck behind Hacker until lap four, when Springer then took over the second spot. Hayden was still well in control, but Springsteen was closing slightly. On the last lap, Hayden bobbed in turn one; Springsteen saw the opening he was looking for and took full advantage of it. He only led the last lap, but it was good enough for the fast heat of the night.

Bigelow had also worked his way around Hacker and took the last transfer. Hacker led Paul Lynch and Willie McCoy into the semis.

The last heat was ho-hum by comparison. Davis led wire to wire over Carr. The major developing story was Geo Roeder holding Parker to fourth, but with three laps to go Parker made his move, took third and sent Roeder to the semis, along with Mike Varnes, Butler and Steve Beattie.

(Right) Springsteen dominated the race in much the same way that he did during his 1995 Pomona Half Mile win. Even minor brake problems could not slow him down.

(Below) Tag team: Nicky Hayden (69) caught and passed Kevin Atherton (23) before finishing second. Hayden is now a series points leader in AMA dirt track and road racing competition.



SEMIS

All night, the red flag had rested comfortably in the flag stand. This would all change as the three eight-lap semis, which would each send two riders to the Grand National main event, got under way.

The first semi saw Shaun Russell leading Hacker, Mike Varnes and Coolbeth into turn one. Hacker took over at the end of lap one, but Russell was back in front on lap two. Both Russell and Hacker were using a high line, with Coolbeth glued to the bottom. As the race entered the sixth lap, Russell spun down on the top edge of the groove. The field missed the fallen rider and the red flag came out as Russell remained in the groove.

After a short delay, Russell rejoined the field for the restart. On the restart, Russell charged from last place low through turn one to midpack. He was unable to hold the slick low line, and he slid down once again. This time he was not so fortunate. Randy Shank II was left with no place to go and plowed directly into Russell's XR750. The red flag was out one more time. Although both were unhurt, neither were able to make the restart.

Hacker led the three-lap dash to the checkers, while Coolbeth held second over Chris Evans, Brett Landes and Billy Martin. Landes made a last-lap charge to put his Audiovox/Quaker State/Donahue's Harley-Davidson mount into the main.

The red flag flew for the last time as the second semi hit turn one. Shaun Clark slid down in the middle of the pack, but he was able to make the restart. Camlin shot his Gardner Racing/Spring-

field Armory Harley into turn one ahead of Johnny Murphree, who immediately got sideways in front of the field. Murphree saved it from high-siding, but he also slipped deep into the pack. Dan Butler took over second until the white-flag lap, when he powered around Camlin for the win. Both moved on to the main, while Murphree led Paul Bergstrom and Ken Yoder to the pay window for semi money.

The last semi belonged to the Schaefer's Harley-Davidson/Las Vegas Harley-Davidson-backed Roeder, who easily ran away from a four-rider battle over the last transfer. Dan Stanley, Beattie, Kevin Varnes and Willie McCoy were all in contention. Stanley appeared to have the upper hand, but a last-lap bobble let Varnes get a drive that put the Saddlemen/Lancaster Harley-Davidson/Dodge Brothers rider into the main in a photo finish.

HARLEY-DAVIDSON SPORTSTER PERFORMANCE SERIES

The large field of 24 Sportsters were divided into three heats. Paul Bergstrom led James Hart into turn one of the first heat, but from there Nate Wait took over and ran away from the field on his Mitchell's Modesto Harley-Davidson/American Made Suspension-backed mount. Bergstrom pulled away from Billy Martin, Hart and Joe Duvall to take second.

JMK Pro Racing/Howell's Harley-Davidson's Robert Miller won the fastest heat of the night, as Gary Rogers came out on top of a tight race with Joe Eades and Paul Normandin. Tim Eades and Kyle Long also moved into the main event.

Miller Electric Construction/Bartels' Harley-Davidson's Shaun Russell out-dued Willie McCoy for the last heat win. Michelle DiSalvo finished a solid third. Brian Kromroy worked his way around Scott Stump, while Rob Gette took the last transfer spot.

Miller led the field into the first turn of the 12-lap National, but a bobble set him back to fifth at the end of the first lap. Mitchell's Modesto Harley-Davidson/Rogers Lake Racing's Gary Rogers took over the lead and never gave it up. Fellow Modesto rider Wait held second early, and then McCoy had it for a lap before Miller scrambled back into second.

Russell was on the move from deep in the pack and grabbed second on lap nine. Russell then closed in on a tiring Rogers, but the laps ran out before Russell could make a bid for the lead.

"I had to ride the last 750 heat, then turn around and run this," winner Rogers said. "My arms were starting to pump up, but I wanted this real bad."

Willie McCoy pushed his DPC Racing Sportster around Miller with two laps left for the last podium spot. Wait finished fifth over DiSalvo, Joe Eades, Martin, Hart and Normandin.

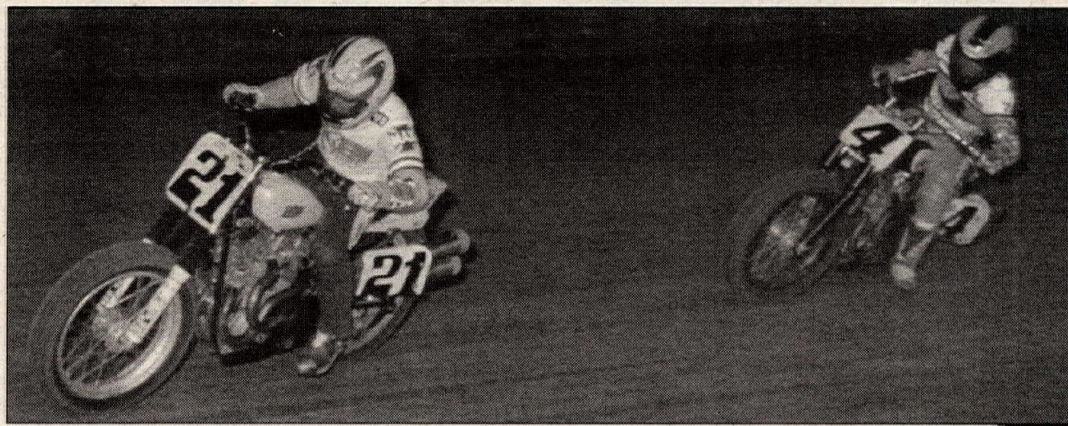
GRAND NATIONAL

The long rain delay pushed the start of the Grand National past the midnight hour as Springsteen led the field out to pick their starting positions. The front row was comprised of Schnabel, Springsteen, Davis, Hayden, Teague and Atherton, from bottom to top. Row two held Morehead, King, Bigelow, Kopp, Carr and Parker. The last row was made up by Landes, Kevin Varnes, Roeder, Hacker, Butler and Camlin.

Dirt Track

Springsteen had the start wired, and after that it appeared that the only way he could fail would have been if he suffered mechanical failure.

"I got the start, and I went about five laps, then I looked back coming off two," Springsteen said. "I saw I had a little bit of a lead. I went a few more laps and looked back again. I saw I had a good lead. After that I said, 'I ain't looking back again.' I just tried to keep a solid pace going."



Hayden had looked strong all night, and he used a good start to put himself in a strong position for a good finish.

"Some guys made some mistakes, and turn one was pretty good to me," Hayden said. "I got right up there with those guys. Kevin and I were dicing the whole race. I got around him with about five laps to go, and that was it."

Third place was surely hard-earned for Carr.

"I'm pleased; I'm really happy," Carr said. "When you start on the second row in a place like this, anything can happen. I don't know where I was that first lap, seventh or eighth. I just moved up one at a time. Then, for a while there, it felt like I couldn't gain on the guys."

Bigelow's strong fifth-place ride matched his best Grand National finish.

"It seemed like everyone in front of me that looked back and saw me, they would change their line and go way to the inside," Bigelow said. "That just made it that much easier. It was one of the strangest things I've seen. People were giving it to me, it seemed like. I think (with) a few more laps I could have caught Chris and those guys, but you've got to get off the line with them to run with them. One of these days I hope to do it the easy way, but for now this will have to work."

Early in the race, King made a bad mistake going into turn one.

"I was about fifth at one time - it was early in the race," King said. "But I got real squirrely going into one. Me and Parker got together. I was going down, and he knocked me back upright. That moved us both back. I just couldn't make a charge. The harder I tried to go, the worse it got."

Parker's view was much the same.

"He (King) got wobbly going into one and did a horn dance," Parker said. "I thought he had it straightened out. About that time, I was coming under him, and I thought he was just going to drift on high, but he straightened up and hooked back down. We bumped pretty good; I put my hand up to say sorry. When you do something like that, you feel bad, but there really was nothing either one of us could do. I was just hoping that we didn't hook handlebars and do something really stupid, but we got out of it."

Landes made the most of a bad situation.

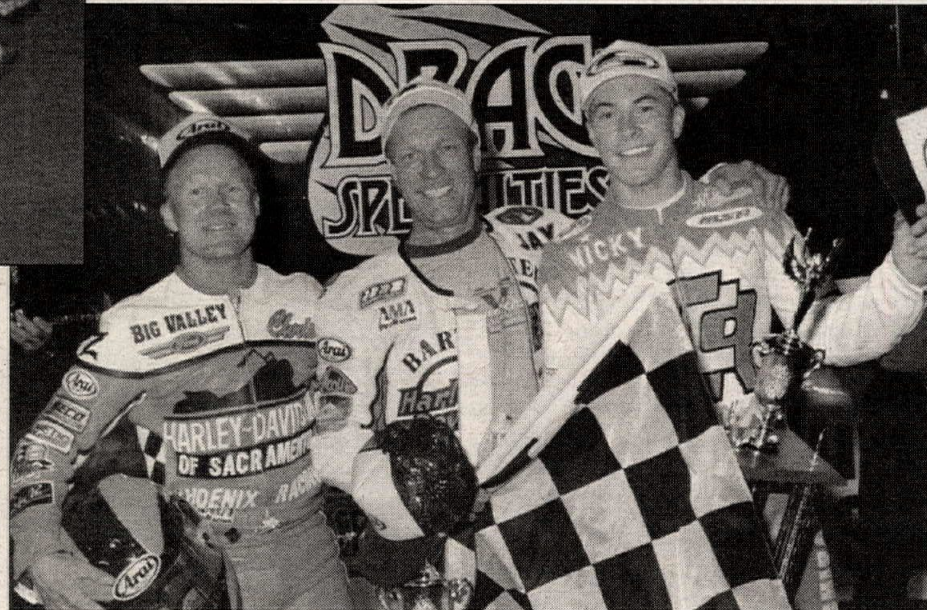
"I started way back - I could barely see 17th," Landes said. "About the 10th



(Above) Gary Rogers (53) got away from the pack early and went on to score the Harley-Davidson Sportster Performance Series win.

(Left) Will Davis (21) ran as high as second before dropping back with a flat tire. Chris Carr (4) put together a late-race charge to finish third.

(Below) A podium for the ages.



lap, I found I was able to run it in real hard into the corners. I finally got to where I could work the front end. Then I just started getting one at a time. Morehead wasn't even in sight; then I reeled him in. The next group was Hacker and Rich King. I think one more lap and I probably could have got them, too. I'll take this. After the heat race, I didn't even feel like I could ride a motorcycle. We changed everything on the motorcycle. We had to go back to the basics; then I started feeling comfortable again. We'll take it and go on to Harrington."

"I got a bad start, and that was it," Morehead said of his ride. "I got to racing with Hacker, and we just got into one another's way. It was pretty uneventful. We fumbled around all night, trying to get going. Any time you put your foot down and hit yourself on the back of your head, I'm not going to go fast on a night like that. But I sure am tickled for Springsteen."

Teague had mixed emotions about his squandered front-row start.

"I just got a bad start, but other than that we had a good night," Teague said. "You can't expect to get your first time out, but I felt pretty good. I felt like I was gaining energy every lap. At the start, I got sideways and pointed it towards the wall, and the second and third row was catching me by then. All in all, it felt good."

CN

Hagerstown Speedway Hagerstown, Maryland Results: May 8, 1999 (Round 2 of 22)

HEAT 1 (10 laps; 12 riders, top three transfer): 1. J.R. Schnabel (H-D); 2. Joe Kopp (H-D); 3. Rich King (H-D); 4. Kevin Varnes (H-D); 5. Jason Sentell (H-D); 6. Ken Coolbeth Jr. (H-D); 7. Dan Stanley (H-D); 8. Shawn Clark (H-D); 9. Brett Landes (H-D); 10. George Richtmeyer (Yam); 11. Garth Bastian (H-D); 12. Wade Camlin (H-D).

Time: 4 min., 02.553 sec.

HEAT 2 (10 laps; 12 riders, top three transfer): 1. Kevin Atherton (H-D); 2. Greg Teague (H-D); 3. Steve Morehead (H-D); 4. Johnny Murphree (H-D); 5. Shaun Russell (H-D); 6. David Rayburn (H-D); 7. Marco Morello (H-D); 8. Brent Armbruster (H-D); 9. Jaime Aguilar (H-D); 10. Ken Yoder Jr. (H-D); 11. Randy Shank II (H-D); 12. Jim McIlvina (H-D).

Time: 4 min., 01.840 sec.

HEAT 3 (10 laps; 12 riders, top three transfer): 1. Jay Springsteen (H-D); 2. Nicky Hayden (H-D); 3. Bryan Bigelow (H-D); 4. Mike Hacker (H-D); 5. Paul Lynch (H-D); 6. Willie McCoy (H-D); 7. Billy Martin (H-D); 8. Dave Camlin (H-D); 9. Joe Eades (H-D); 10. Jerry Vanderkooi (H-D); 11. Phil Libhart (Tri); 12. Joey Brock (H-D).

Time: 4 min., 01.541 sec.

HEAT 4 (10 laps; 12 riders): 1. Will Davis (H-D); 2. Chris Carr (H-D); 3. Scott Parker (H-D); 4. Geo Roeder II (H-D); 5. Mike Varnes (H-D); 6. Dan Butler (H-D); 7. Steve Beattie (H-D); 8. Gary Rogers (H-D); 9. Paul Bergstrom (H-D); 10. Chris Boone (H-D); 11. Chris Evans (H-D); 12. Kyle Long (H-D).

Time: 4 min., 02.139 sec.

SEMI 1 (8 laps; 12 riders, top three transfer): 1. Mike Hacker (H-D); 2. Brett Landes (H-D); 3. Ken

Coolbeth Jr. (H-D); 4. Chris Evans (H-D); 5. Billy Martin (H-D); 6. Brent Armbruster (H-D); 7. Jerry Vanderkooi (H-D); 8. Wade Camlin (H-D); 9. Randy Shank II (H-D); 10. Shaun Russell (H-D); 11. Gary Rogers (H-D); 12. Mike Varnes (H-D).

Time: None, due to red flag

SEMI 2 (8 laps; 12 riders, top two transfer): 1. Dan Butler (H-D); 2. Dave Camlin (H-D); 3. Johnny Murphree (H-D); 4. Paul Bergstrom (H-D); 5. Ken Yoder Jr. (H-D); 6. Paul Lynch (H-D); 7. Shawn Clark (H-D); 8. Marco Morello (H-D); 9. Garth Bastian (H-D); 10. Phil Libhart (Tri); 11. Jason Sentell (H-D); 12. Kyle Long (H-D).

Time: 3 min., 16.990 sec.

SEMI 3 (8 laps; 12 riders, top two transfer): 1. Geo Roeder II (H-D); 2. Kevin Varnes (H-D); 3. Dan Stanley (H-D); 4. Steve Beattie (H-D); 5. Willie McCoy (H-D); 6. Chris Boone (H-D); 7. Jaime Aguilar (H-D); 8. Jim McIlvina (H-D); 9. Joey Brock (H-D); 10. David Rayburn (H-D); 11. Joe Eades (H-D); 12. George Richtmeyer Jr. (Yam).

Time: 3 min., 17.595 sec.

GRAND NATIONAL (25 laps; 18 riders): 1. Jay Springsteen (H-D); 2. Nicky Hayden (H-D); 3. Chris Carr (H-D); 4. Kevin Atherton (H-D); 5. Bryan Bigelow (H-D); 6. Joe Kopp (H-D); 7. J.R. Schnabel (H-D); 8. Scott Parker (H-D); 9. Dan Butler (H-D); 10. Mike Hacker (H-D); 11. Rich King (H-D); 12. Brett Landes (H-D); 13. Steve Morehead (H-D); 14. Greg Teague (H-D); 15. Dave Camlin (H-D); 16. Geo Roeder II (H-D); 17. Kevin Varnes (H-D); 18. Will Davis (H-D).

Time: 10 min., 04.156 sec.

AMA GRAND NATIONAL DIRT TRACK SERIES POINTS STANDINGS (After 2 of 22 rounds): 1. Nicky Hayden (33); 2. Chris Carr (32); 3. Jay Springsteen (31/1 win); 4. Brett Landes (26); 5. Will Davis (24/1); 6. Rich King (21); 7. (TIE) Ronnie Jones/Kevin Atherton (15); 9. Bryan Bigelow (14); 10. Joe Kopp (13); 11. (TIE) Kevin Varnes/J.R. Schnabel/Ken Coolbeth Jr. (12); 14. (TIE) Scott Parker/Johnny Murphree (11); 16. (TIE) Dave Camlin/Dan Butler (10); 18. (TIE) Mike Hacker/Terry Poovey (9); 20. Toby Jorgensen (7).

HARLEY-DAVIDSON SPORTSTER PERFORMANCE NATIONAL (12 laps; 17 riders): 1. Gary Rogers; 2. Shaun Russell; 3. Willie McCoy; 4. Robert Miller; 5. Nate Wait; 6. Michelle DiSalvo; 7. Joe Eades; 8. Billy Martin; 9. James Hart; 10. Paul Normandin; 11. Scott Stump; 12. Tim Eades; 13. Joe Duvall; 14. Rob Gette; 15. Kyle Long; 16. Brian Kromroy; 17. Paul Bergstrom.

Time: 5 min., 10.994 sec.

AMA HARLEY-DAVIDSON SPORTSTER PERFORMANCE SERIES POINTS STANDINGS (After 1 of 15 rounds): 1. Gary Rogers (23/1 win); 2. Shaun Russell (19); 3. Willie McCoy (16); 4. Robert Miller (15); 5. Nate Wait (14); 6. Michelle DiSalvo (13); 7. Joe Eades (12); 8. Billy Martin (11); 9. James Hart (10); 10. Paul Normandin (9); 11. Scott Stump (8); 12. Tim Eades (7); 13. Joe Duvall (6); 14. Rob Gette (5); 15. Kyle Long (4); 16. Brian Kromroy (3); 17. Paul Bergstrom (2).

Upcoming Rounds:

Round 3 - Harrington, Delaware, May 22

Round 4 - Springfield, Illinois, May 30

Briefly....

It's only two races into a 22-race season, but **Nicky Hayden** is leading the AMA Grand National Dirt Track Series. Hayden also leads the AMA's 600cc SuperSport road race series, and he credits his road racing chores for his early-season dirt track success. "I think road racing three back-to-back weekends before coming in here helped me a little bit," Hayden said, "just being ready to race, mentally."

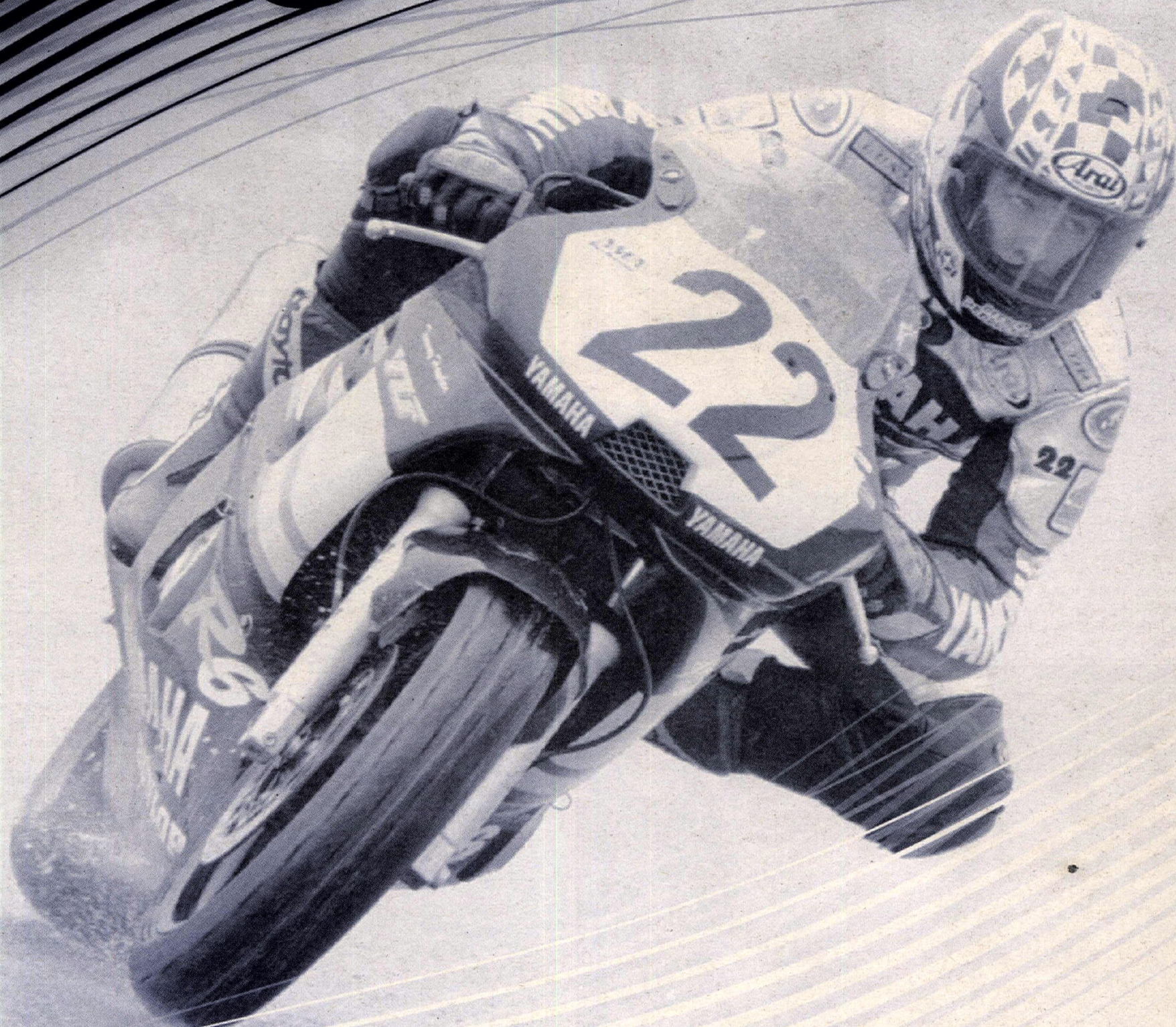
Hayden's Tom Cummings Racing teammate **Kevin Atherton** acknowledged the mind game. "I made a couple of mistakes after halfway," Atherton said. "My mind is just not in focus like it always is from racing week in and week out. I feel I'm in the best shape of my life, but I just haven't been riding an XR750 on a dirt track for over a year now. That's a big deal. We'll be all right; get us a couple of more races. I'm just disappointed in those last couple of laps. I just got tired, and I think my mind is not where I'd like yet. You get that mind

frame, and you get relaxed, whereas right now I'm not as relaxed as I normally am."

Jay Springsteen had a brilliant day, but it didn't come without some suspense. "About 10 laps into the race, the brake pedal started going down farther and farther, and that got me talking to myself: 'Please, brakes, don't go out, don't go out!'" Springsteen said. "I got the checkered flag, I went into one - no brakes at all. I swore I was going to hit the hay bales trying to get it stopped, but I made it through it. Then, coming up to the start-finish line, I was like Fred Flintstone, trying to get stopped." Springer's team of Jim Kelly and Joe Bisha were quick to point out. "It was just a jam nut, backed off the master cylinder. We never had a problem with the brakes, just the jam nut."

Maybe it's the Las Vegas Harley-Davidson sponsorship, but **Geo Roeder II** made a big gamble on tires before the Grand National. "We tried to run a Dunlop, but it didn't work," Roeder said. "We can only try. We weren't working too bad, but we thought we'd take a gamble. We knew we weren't going to win, so we tried something. It was hit or miss... Miss." Roeder finished in 16th place.

Singin' in the Rain.



Not even a little Monterey mist can dampen the R6's spirits as Tommy Hayden rules the rain-soaked round at Laguna Seca to take his second win in three races.



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YAMAHA

By Dave Hoenig
Photos by Flat Trak Fotos

HAGERSTOWN, MD, MAY 8

The long-awaited SuperTrapp Super Tracker Series has finally hit the track.

Overnight rains left the half mile rough and tacky, and the pilots for the new class were tentative at best, but nine of the new creations were on hand and drew a great deal of attention. J.R. Schnabel rode his Powell Racing/Hall's Motorsports-backed Suzuki to the first win in the infant series.

Schnabel's Suzuki proved to be the strongest of the new breed, as he cruised to an easy win in the 10-lap main event after the early leader, Suzuki-mounted Joe Kopp, was black-flagged for an oil leak.

The two were actually having a pretty good race until Kopp's leak became too much on lap four.

"The clear-glass oil-level thing is leaking around it," Kopp said. "It was doing it all night. We tried to silicone it but just couldn't get it to stop. We needed a lathe to make a plug. We don't have one in the truck."

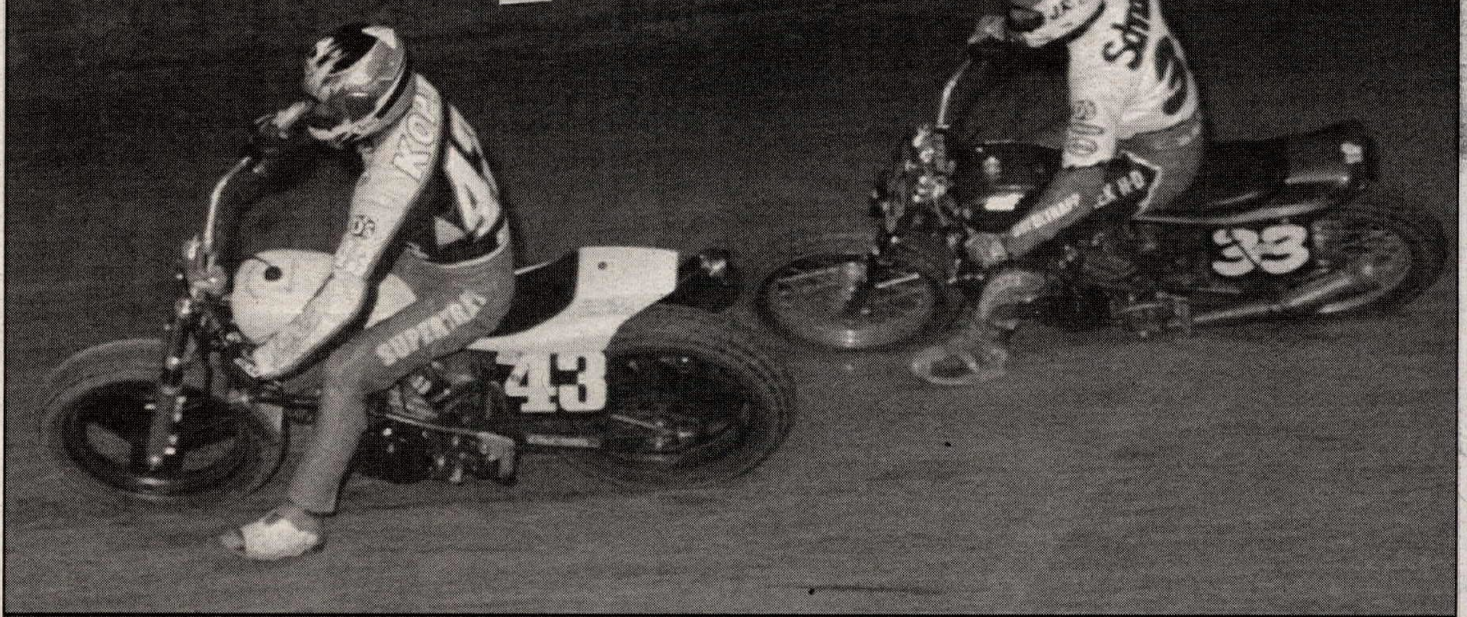
Schnabel, on the other hand, looked very smooth on his Suzuki, and both riders felt that the new machines were dirt track worthy.

"I'm real happy with the Suzuki," Schnabel said. "It worked better than we thought. I was surprised. I was expecting it to not be quite as good as it was."

"I don't think I feel any less comfortable on the Suzuki than I did the 750 here," Kopp said. "The power is just totally different. You couldn't use all the power here tonight. It's fun to ride, a lot of fun to ride."

Kopp and Schnabel each won their respective six-lap heats. Kopp won the first after a racelong battle with Rich

Schnabel's Super



(Above) J.R. Schnabel (33) and Joe Kopp (43) do battle during the inaugural SuperTrapp Super Trackers event at Hagerstown Speedway. Schnabel won after Kopp was black-flagged.

(Left) Winner Schnabel (right) and third-placed Steve Morehead (left) smile for the camera. Both were positive about the future of the series.



King, who was aboard a Team Undo Honda, while Team Undo rider Brett Landes cruised home in third on a Ducati.

"It was better than I thought," Landes said. "I was a little leery with this race track (how tacky it was), but it felt pretty good. I was able to get it off into the turns, but I didn't really push it too much. I was just kind of riding it around, trying to get the feel for it. I wasn't going to go out there and try and prove anything. It was pretty good, but we needed to make some changes that we couldn't do tonight. The forks were too short, so we couldn't raise the front end, but for what we had, it was pretty good."

Two Harleys battled it out early with Landes but fell off the pace. Brian Kromroy and Joey Brock seemed to be underpowered on their Harleys.

The second heat belonged to Schnabel, whose six-lap time was almost four seconds faster than Kopp's. Schnabel moved around early leaders Robert Miller and Mike Hacker. Steve Morehead also got by the Harleys, giving Suzuki a sweep.

The main event came to the line with Schnabel on the pole, but Hacker got the holeshot over Schnabel and Kopp. Then Kopp was up front at the end of lap one.

"I think they'll be good," Kopp said of the new equipment. "It was even a pretty slick track, and they still hooked

up better than I thought they would. It's just bigger than a 750, but I like the power curve. It seems good for dirt track."

Hacker was riding hard to hold second, but Morehead pushed his Suzuki into that spot.

"I had a good time," Hacker said. "It was probably a little underhorsepowered, but the bike handled great and didn't do anything stupid. It felt like I was on a race bike. It actually helped me on the 750. I was able to go out and find some lines that I was able to use later."

Morehead has more time than anyone else in the saddle of a Super Tracker, and the veteran said that he feels his F&S Suzuki is getting better with more development.

"It was hard to ride tonight because of the track conditions," Morehead said. "When you point these things and screw the throttle on, they go! There was a couple of individuals here from the Suzuki Motor Company tonight. Suzuki is really taking notice. It's really something. Suzuki has come up with this contingency program: They send two of their people to watch the races and see what's going on. If we can get the other manufacturers involved and get their

scouts out, we've got something to look at. I commend Suzuki for getting behind this thing. They've tried to give us some advice and technical support. Until we get some time on them, the racing will be tentative. You don't want to just stick into the corner under somebody, because I don't know where I'm going and I don't know where they're going to go. We start to get on the miles and things like that, it'll be a lot different. It's hard enough to race with somebody when you know what your bike is going to do, let alone brand-new machinery, but it'll come around."

Winner Schnabel obviously had the most fun.

"It didn't do anything stupid at all," Schnabel said. "I felt real comfortable on it right away. Tonight is the first time I've even sat on the bike. I hope the rest of the year goes that well. I think everyone was just experimenting tonight. I think it went good."

CN

Hagerstown Speedway
Hagerstown, Maryland
Results: May 8, 1999 (Round 1 of 10)

HEAT 1 (6 laps; 5 riders): 1. Joe Kopp (Suz); 2. Rich King (Hon); 3. Brett Landes (Duc); 4. Brian Kromroy (H-D); 5. Joey Brock (H-D).
Time: 2 min., 32.597 sec.

HEAT 2 (6 laps; 4 riders): 1. J.R. Schnabel (Suz); 2. Steve Morehead (Suz); 3. Mike Hacker (H-D); 4. Robert Miller (H-D).
Time: 2 min., 28.639 sec.

SUPERTRAPP SUPER TRACKER NATIONAL (10 laps; 9 riders): 1. J.R. Schnabel (Suz); 2. Steve Morehead (Suz); 3. Mike Hacker (H-D); 4. Robert Miller (H-D); 5. Brett Landes (Duc); 6. Brian Kromroy (H-D); 7. Rich King (Hon); 8. Joe Kopp (Suz); 9. Joey Brock (H-D).
Time: 4 min., 10.326 sec.

SUPERTRAPP SUPER TRACKER SERIES POINTS STANDINGS (After 1 of 10 rounds): 1. J.R. Schnabel (23/1 win); 2. Steve Morehead (19); 3. Mike Hacker (16); 4. Robert Miller (15); 5. Brett Landes (14); 6. Brian Kromroy (13); 7. Rich King (12); 8. Joe Kopp (11); 9. Joey Brock (10).

Upcoming Rounds:
Round 2 - Springfield, Illinois, May 30
Round 3 - Lima, Ohio, June 26

MC HAS LEFT THE BUILDING.



The King himself would have been all shook up with pride, uh huh, as Jeremy McGrath added more luster to his already brilliant crown with a thoroughly dominant win and show-stopping finale to his record-setting 1999 season. Congratulations, Jeremy, and thanks again for an awesome year!

CHAPARRAL

Dress properly for your ride with a helmet, eye protection, long-sleeved shirt, long trousers, gloves and boots. Yamaha and the Motorcycle Safety Foundation encourage you to ride safely and respect the environment. For further information regarding the MSF Rider Course, please call 1-800-446-9227. Do not drink and ride. It is illegal and dangerous. ©1999 Yamaha Motor Corporation, U.S.A. (Cypress, CA 90630). For the Yamaha dealer nearest you, call: 1-800-88-YAMAHA. Visit our website at www.yamaha-motor.com.



YAMAHA

Mojave-style

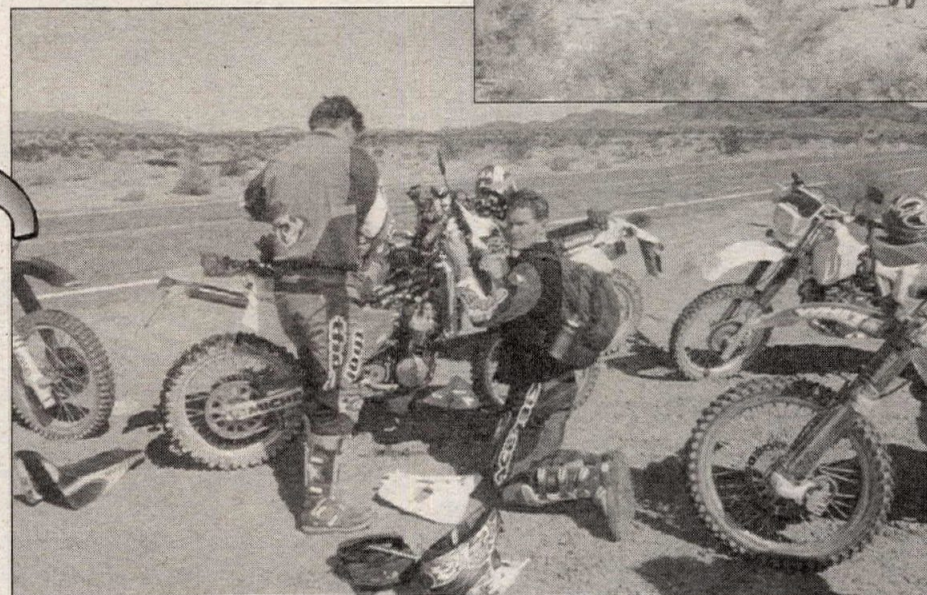
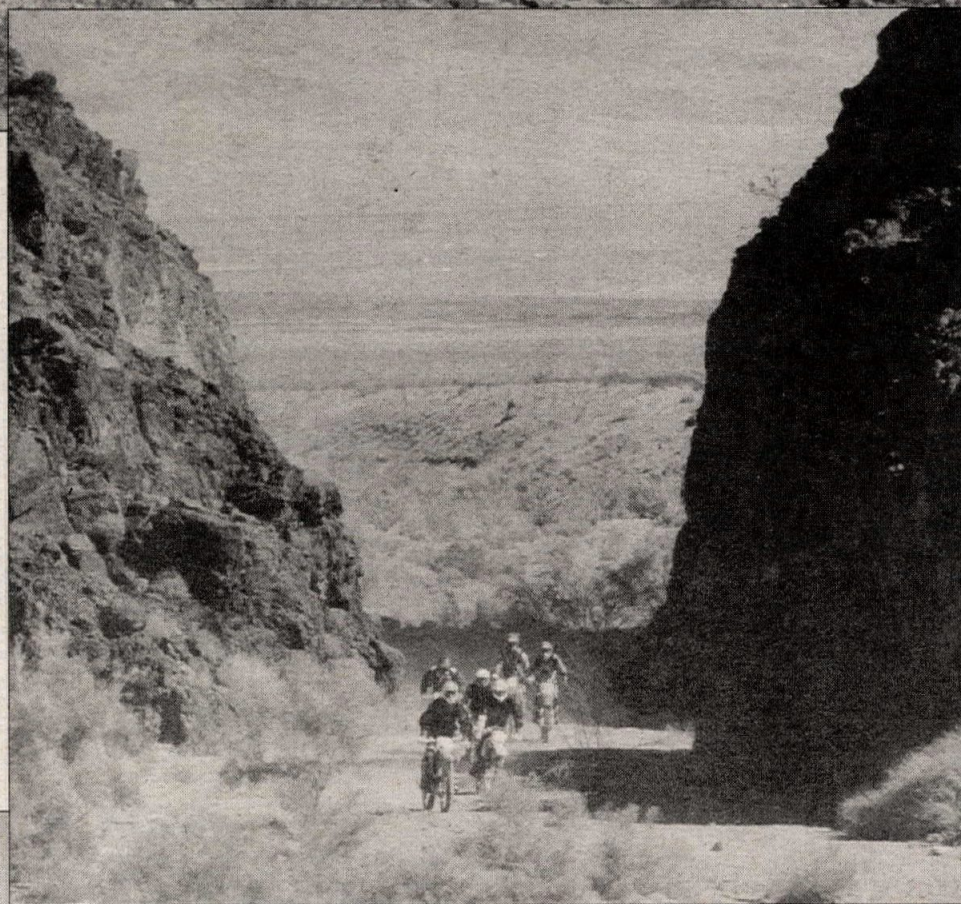


By Scott Rousseau
Photos by Kinney Jones

All the land is gone... It's just... gone.

It's a fact well-known to off-road enthusiasts that the passing of Senator Dianne Feinstein's California desert protection act, the very same bill that was former Senator Alan Cranston's baby throughout the late '80s and early '90s, really put the bite on our freedom to explore the vast expanses of the Mojave desert aboard dirt bikes. Sure, there are still places in the Mojave where you can go to ride anytime if you have a green-stickered motorcycle or if you don't mind effectively riding in a cage, or if you are willing to ride illegally on the paved sections that connect some the remnants of the ol' Mojave. She's been pretty cut up, to be sure.

But the Mojave desert still contains



(Top) The start of our journey: Camp Rock Road.

(Above) Negotiating Box Canyon.

(Left) CN assistant editor Matt Freeman is "all smiles" while tooling on the Uptite Husky outside Ludlow.

some of the greatest off-road terrain imaginable for those who remember what it used to be like to just take off on your bike and get lost for days. The rules of the game have changed a little but, as convoluted as it sounds, those willing to make a concession or two in order to play by them can still experience the bird-on-a-wing freedom that

Mojave has to offer. That was the premise for our '99 *Cycle News* Dual Sport ride, where five editors, one photographer/trail guide, one buddy and one brother-in-law spent the better part of two days virtually lost to civilization, trekking across vast, uninhabited portions of Southern California aboard some pretty sweet hardware.

See, this was to be no ordinary dual-sport ride, as the bulk of the machinery used was far from your run-of-the-mill dual-sport. Five of the eight machines were personal bikes and/or rolling test beds for some of the who's who in the world of aftermarket four-stroke motorcycle equipment. All five featured modifications that transformed them from mundane four-strokes (Yamahas excepted) into full-blown hot-rod adrenaline generators, capable of supercharging both pulse and respiration via their razor-sharp handling, lightning quickness, eyeball-flattening top speed or any combination thereof. Our only rule for the ride was that the companies involved make sure that their offerings were street-legal, with current registra-

tions. Baja Designs was the first to sign up, providing us with their "house" Honda XR600. Yamaha's hot YZ400F was represented in two incarnations: a WR model from White Brothers and an F model that came from Fineline Motorsports. Desert ace Larry Roeseler's company, Stroker Performance Inc., set us up with one of its Kawasaki KLX300s.

We also had a couple of stockers along just for comparison's sake, or in case we might need them in order to perform some deranged version of the Victor McLaughlin motorcycle troop to get the hell out of the dez if all of our souped-up steeds took a poop. As it turned out, we would lose only one to permanent and catastrophic mechanical gremlins, but in the process we would learn a very valuable lesson about several of them, to be imparted herein later.

The planned route for our 48-hour bomb run led us from Barstow, California, through the East Mojave Scenic Area to Laughlin, Nevada, and the Avi Hotel and Casino. It would finish up with a return blast down the Mojave Road, a trail through the Southern California desert that dates back to the mid-1800s, when Lieutenant Amiel Weeks Whipple more or less mapped out the route that he followed while conducting surveys for the railroad. In fact, the Mojave Road has since gone on to act almost as a marker of time, playing a significant role as an undisturbed passageway through the desert, hosting everything from foot soldiers to horses, mules and camels, and through the dawn of the motor era to its role today as an eclectic, well-chronicled route that is traveled by history buffs, nature lovers and recreational-vehicle users - the latter two proving that, sometimes, the lion can lie down with the lamb. Along the way, the road also made some history of its own. Did you know that the last real gunfight ever to occur in the Mojave Desert over something more noble than a crystal-meth lab took place on the Mojave Road? We'll get to that later, too.

The Mojave Road is also a personal



favorite of well-known motorcycle photographer Kinney Jones, who we promptly invited to join us, lead us, and then assigned to handle much of the arrangements to ensure that once we got in, we could get out. We extend our utmost thanks to K.J., without whom this trip might have been possible but nowhere near as much fun.

The least exciting part of the trip was the beginning, as we trucked bikes and equipment to Barstow from our Orange County offices after putting an issue of *Cycle News* to bed on a Monday night. The most interesting part of the trip was probably experienced in the Jeff Hain/Dan Gunter/Scott Rousseau truck, where our Baja Designs XR600 would inadvertently light up its intense PIAA headlight, seemingly attempting to melt everyone in the cab of the truck. Other than that, the whole crew reached the Barstow Holiday Inn without incident and quickly turned in, as we wanted to get in as much shut-eye as possible before tackling the first all-day



(Left) Wide open, heading toward Kelbaker Road.
(Above) Goff's General Store, Lanfair, California.

portion of our trip, which was to begin at 7 a.m.

DAY ONE

Well, that's when it was supposed to begin. Everyone made it to the parking lot on time, but that's when the delays started, as a couple of the bikes got a little cranky in the morning chill. Most notable was the Husky, which, no matter what we tried, would do little more than pop and fizzle. We spent over two hours fiddling with the choke and the air screw, pushing the bike, flipping it upside down to drain out the cylinder after we'd flooded it, but our efforts were in vain until we considered abandoning it. Then it fired right up, of course! We would repeat the starting shenanigans to a lesser extent on day two and yet, ironically, once the Husky was warm, it never failed to start on the first or second kick.

It was almost 9:30 a.m. and Cap'n Jones was more than almost agitated when we finally hit I-40 East toward Daggett Road. He was wound up tight

and seething about how we were so far behind, so in order to calm him down, CN editors Mark Hoyer and Matt Freeman promptly took a wrong turn and took several more minutes to rejoin the group. Oh yeah, that worked. Funny thing is, that first five miles of pavement turned out to be the most difficult, as we soon made the Daggett exit and checked in with Marv Neerman, who signed on to chase us through the Mojave in Jones' pickup for the next two days. Some job. Our guess was that Jones must have some incriminating pictures of the guy. After all, he would. Anyway, that was the last that we saw of our support vehicle for that next 80 miles.

Daggett Road turns into a two-track Jeep road which then leads to a mining road that runs toward the Camp Rock Mine. If you've never been on a mine road before, some words of caution are in order: Mine roads are wide, fast, well-graded thoroughfares that are traveled by wide, fast, 85-ton haul trucks that would just as soon strain you through their grills like a bug or steamroll you under their tires as stop or yield. You don't own the road. They do. Enough said. Fortunately, we only encountered one of the leviathans before cutting down a sand wash that took us through Box

Baja Designs Honda XR600R

The big stick

Simply stated, Baja Designs is the original. Alan Roach and his San Diego-based crew have been leading the way in clean dual-sport conversions since 1992. In fact, it came as no surprise that three of the five modified off-road machines used on our Mojave trek were delivered with Baja Designs dual-sport kits. Baja's own '92 XR600 shopster was no different, but it featured quite a few more tricks. The Baja crew tore their low-mileage stocker to the frame, reinforcing it, nickel-plating it and adding an Ohlins rear shock in the rear, along with Baja's own suspension revalving up front. Further shoring of the front end came by way of the Scott's steering stabilizer, the Applied Racing top triple clamp and Answer Pro Taper bar mounts and a Pro Taper CR Hi handlebar. Lighting chores were handled by a Baja Designs High Intensity Discharge lighting system with a quick-mount PIAA 8-inch reflector headlamp that was designed to provide 250 watts of lighting power while consuming a mere 50 watts of juice from a rewound (for 250 watts) stock stator.

Turning their attention to the engine, the Baja Designs team added a big fin head that was ported and matched. HRC parts included a camshaft and a modified piston, and the carburetor was rejetted and fitted with a billet one-piece choke plate in place of the stock unit for increased reliability. A Yoshimura tapered stainless header, Yoshimura TEC series muffler with spark arrestor and a midflow baffle evacuated the spent gases.

The machine was completed via a set of aftermarket controls, including an easy-pull clutch arm and throttle plate, a full complement of Baja Designs and Acerbis skid plates and guards, Excel rims laced with Buchanan heavy-duty spokes and nipples, and a Talon hub in the rear. Fuel was supplied by an IMS 4.7-gallon tank sporting One Industries graphics.

The XR outweighed the more lithe machinery in our band, forcing the rider to be aggressive in the tighter and/or sandier parts of our trip, and we were also rather surprised that it didn't feel all that fast despite the many engine mods on the dope sheet. But no matter, the Baja Designs XR was the absolute Cadillac of the group. The long fire-road "bomb runs" across the numerous valley floors that we encountered were best negotiated aboard the XR, which offered a primo seating position to go along with suspension that was decidedly cushy - but controlled in almost every situation - and a



perfectly geared motor that simply droned out its power dollops without a hint of agitation. The bike remained rock-stable no matter what we threw at it. Maybe it shouldn't come as a surprise, but our burliest tester gave the Baja XR top marks.

As for reliability, the headlight problem we encountered was the result of a short in the tailbag-mounted prototype electronics - a malady that the Baja Designs guys have promised us they've cured. Other than that, we'd have to say that when the terrain opens up - like all the way to Mexico - this is the type of machine you'll want to be aboard. Call Baja Designs and have them work some new magic into your XR.



(Left) *Personal Watercraft Illustrated* editor Jeff Hain assists Dan Gunter with the White Brothers WR420 by pointing to where the noise is coming from. (Right) Chillin' at Fort Piute on the start of day two.



Canyon, a neat little area that is easily identified by the two 40- to 50-foot-high walls that act as the "gate" for the alluvial fan of earth on the downhill side.

The flat portion then turned back into wash, which led us to a cross-grained power-line road, where we headed east toward Ludlow and Needles. The road was a blast, putting us on a fast track that was littered with several small and large ruts to keep it interesting. Then the road gave way to another road that ran us right through a series of lava beds just east of Ludlow, a twisty two-track with some sharp rises that offered plenty of good air if you chose to stay on the gas. Watch out for that lava, though. If we had missed a turn, we would have been torn to shreds in the batting of an eyelash. From there, the road opened up into a faster two-track road that would take us the last 15 miles toward Ludlow and our first gas stop. At this point, everyone was having a ball. Our dual-sport specials all seemed to be well-prepared and running flawlessly, so much so that "Freebird" (the nickname that the *CN* editorial staff has assigned to new guy Freeman out of respect for his great love of Lynyrd Skynyrd music) wicked the Husky wide open and disappeared from sight, electing to run out front and sharpen his desert-racing skills.

Unfortunately, he came back in sight at one of the railroad crossings just about 10 miles out of Ludlow, the oil that covered his riding gear signaling the possibility of bad, bad things. Oh, well, part of desert racing is being prepared, understanding your machine and making the necessary repairs so that you can press onward.

So some of us helped, but most of us watched the mile-long freight trains rumble past on the rickety tracks about 15 feet away while Freeman removed bodywork that was built when he was 24 in order to get to an engine that was built when he was 17. Rousseau passed the time by modifying a couple of quarters with the assistance of a diesel locomotive or two. With the assistance of friend and ace grease monkey Dan Gunter, who had decided to come along for the ride without ever fathoming that it would be too much like work, Freeman ascertained that the oil was blowing out the breather. A loose, slip-fit hose fitting appeared to be the culprit and, after scoring it a bit to help tighten it up, the rebuild process began. Some of us went on ahead to the Ludlow gas stop and started filling up in order to speed the process. The tactic proved to be insignificant, as a few of the stragglers ran out of gas on the way to the station.

Once there, Hoyer found another oil leak, this one on the Fineline YZ400F that he had been riding at that point. The drool appeared to be miniscule, coming from a small pinhole cover on the YZ's high-zoot, billet ignition cover. We looked it over and decided to ignore it as insignificant. Just the same, we didn't leave the station before topping off both the YZF and the Husky's oil supplies.

The next leg of the journey took us back under I-40 on a wide-open north-easterly Jeep road toward Kelbaker Road and into the East Mojave Scenic Area. The high-speed portion seemed to run for days before we were forced to actually "ride" again as the going got sandy near the Kelso Dunes. Jones continued to run at the point, trying to maintain a pace that would get us back to somewhere near our schedule, but Rousseau ruined that when he stalled the big Baja XR on a sandy downhill slope. The rest of the pack whizzed past, with the exception of Hain, who hung back and decided to wait until Rousseau got going again. Poor fool. After Rousseau nearly collapsed while trying to relight the XR, Hain gave it a try... and nearly collapsed. The two took turns nearly collapsing and trying to restart the bike for the better part of a half-hour before finally getting it going

and steaming another three miles and crossing Kelbaker road just in time to see "Road Warrior" Jones unearthing some hidden gas cans that he had stashed while prerunning the route. Like a ticked-off schoolmaster, he reminded us that we were not making progress. We had only made 40 miles since Ludlow, and our lunch stop in Lanfair was another 40 miles away.

The Lanfair lunch rush began with a twisty switchback pole-line road that would take us just south of Mitchell Caverns. Some of us later came to call it "Rewind Road" because every time you came around the next bend, you would run into an identical-looking set of switchbacks and an uphill, followed by a right turn and a downhill into a section that mirrored the one just negotiated. It was real Alice in Wonderland-type stuff. Eventually the terrain opened up and we made Lanfair, stopping at the Lanfair General Store for burgers and fuel. It was 4:30 p.m., and K.J. estimated that we were a solid 90 minutes behind schedule; not to worry, however, as we all had excellent lighting systems - or so we thought.

A quick backtrack of the 2-mile asphalt section that we had used to get to lunch placed the group on another twisty road that put us on another power-line road pointing northeast

Fineline Motorsports Yamaha YZ400F

From one extreme...

Early on, it became apparent that there were definitely two schools of thought regarding the construction of the ideal dual-sport mount. Some just want to go for a long desert cruise, while others would prefer their dual sporters to be little more than thinly disguised racers, capable of tackling a point-to-point race such as the grueling Vegas-to-Reno. Enter Fineline Motorsports. The Huntington Beach, California-based company specializes in the construction of radical dual-sport fare, such as the '98 Yamaha YZ400F provided for our Mojave pilgrimage.

While the YZ400F might appear to need little more than a lighting kit and a license plate in order to be ready for the road, the folks at Fineline spent a great deal of time and effort to outfit the bike for its intended use. Our Y-Zed was beefed up with the addition of an AFAM chain and sprockets, Scott's steering stabilizer, BRP triple clamp, Renthal handlebars, White Brothers skid plate, Acerbis handguards, Berg Industries carbon-fiber fork guards and a Pro-Tec kickstarter. Suspension mods were also a priority, as Fineline used stiffer-rate Eibach springs as part of a complete suspension package. Engine-wise, the sole equipment change came in the form of White Brothers' revolutionary new E-Series pipe and muffler/spark-arrestor combo.

The Fineline Motorsports machine was then brought up to street-legal status with the addition of the only non-Baja Designs dual-sport kit in our lineup. The bike was equipped with a DSC (formerly Drive Industries) dual-sport kit, which included a rather trick (though fragile-looking) "brain box" control unit that housed the battery and all the necessary switches to operate the accessories, and Flip-Lites folding turn-signal brackets by Evans First Trails. An Acerbis mirror proved to be more than adequate for that requirement, and a White Brothers graphics-laden IMS 3.4-gallon tank extended the bike's useful range to well beyond that of a long moto.

So how'd it run? Well. Damn well. But we still have some reservations. Our bike came with Fineline's custom valving for a 230-pound rider racing the Vegas-to-Reno hare & hound. As such, it was most beneficial to a rider who was willing to think in race mode at all times. Not that the Yamaha was ineffective at slower speeds, but even with its taller 15/50 gearing, the bike was extremely frenetic in its behavior, especially on the street, where the shrieking motor was unnerving - kind of like running a pro stock dragster on the street. But rip out into the desert in attack mode, head down and



butt off the seat, and we quickly learned that the Fineline Motorsports YZ was a desert scalpel, able to carve any corner and tackle the rough going without punishing the rider. A precision instrument, indeed.

But, like the race bike that it is, the machine was due for a bit of maintenance when our 300-plus-mile trip was over. The biggest disappointment came from the dainty, folding rear signals, which joined the desert on a permanent basis at some point on the first day. And the jury is still out on the reliability of the DSC box, though we have to admit that it didn't fail us.

So there you have it. Are you a dual-sport rider or a dual-sport racer? Say yes to the former, and there are other bikes in our group that will probably suit you better. Say yes to the latter, and Fineline Motorsports can provide you with just the tool to carve the heart of the desert wide open.

RIDE WHAT WINS

PHOTO: MARIO MARINI



CR125

Husqvarna Winners

World Champion Alessio Chiodi:
Defending his 125cc World Motocross Championship
with total domination of first four rounds

Stefan Merriman:

1st round

250 World Enduro Championship

Eriksson:

1st round

500 World Enduro Championship

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125 World Champion Alessio Chiodi in AMA action earlier this year

Design: Michael Avon



(Left) Wishing for no more setbacks at the penny cans on the Mojave Road. (Right) Passing Government Holes, the site of the last "Old West" gunfight in the Mojave Desert.



toward the Colorado River. We were close, but we weren't there yet - a point that was further driven home when the White Brothers Yamaha WR400F started a sudden series of lockup/stalls while Gunter was riding it. Then a rather cruddy-sounding *clunk* soon began to emit from somewhere deep in the bowels of the beast. Thankfully, we were only a couple of clicks from our next rendezvous with the support truck at Highway 95, and the WR was nursed along to that point. Diving in through the clutch cover yielded nothing loose or rattling; it was wishful thinking. Sadly, the WR was on Death Row. We put 'er in the truck, and Hoyer volunteered to ride with Marv for the remaining few miles to Laughlin.

For the rest of us, the adventure continued with a climb up and over the Dead Mountains, or as Jones likes to refer to it, "Spirit Mountain." The mountain reputedly contains Indian burial grounds. And Jones says that after you ride down and take a look back, the dust in the air hangs on the spirits of the dead. Or something like that. True enough, looking back allowed us to see the still, serpentine dust trail that marked our path. But even better, looking forward allowed us to see the lights of the Avi Hotel and Casino, our final destination at the end of day one.

The revelry and debauchery that soon followed isn't fit to print in a family publi-... Aw, who are we kidding? We had ridden 180 miles and were beat like red-headed stepchildren. After a round of showers and a rather late dinner, we attempted to salvage at least a little dignity on the casino tables. Nothing doing. We lost all of our money and then watched high roller Jones lose all of his before hitting the rack. Our 7:30 a.m. start time would come way too soon.

DAY TWO

Nothing elevates the mood quite like waiting for a long-overdue meal in a smoky casino restaurant. (Gotta love the smell of Kools in the morning... Smells like victory!) But we mowed through breakfast like a last supper in hell - much wailing and gnashing of teeth - and headed outside to get on the trail. The Husky was cold-starting easier - it only took us three tours of the parking lot to get the bike started with the lightweight Freeman aboard, and we were off. The only mistake we made was to attempt to ride the White Brothers 420 again. It started easily enough but didn't last, and it was back in the truck, along with Kit Palmer, who drew the short straw for the brief first leg of our ride toward the Mojave Road. Day two's course would keep us some 25 to 30 miles north of our previous route.

It's pretty easy to tell when you're on the historic Mojave Road, and also where you're headed on it. At every intersection, you'll find these little piles

of rocks, called cairns, which make for fairly maintenance-free road markers. All you have to do is keep them on your right when you want to go toward Los Angeles and on your left when you want to go toward the Colorado River. If you see a disheveled cairn, stop and fix it. Well, so much for the navigation rules of the Mojave Road.

We had hardly gotten cranked up before we met the support truck at Highway 95, at which time Hoyer had to split off from the group in order to make a meeting with some tax accountant back in the real world. That was too bad for a couple of reasons: One, Hoyer didn't get to see the best part of the ride; and two, we decided to let him take the most streetworthy bike, the XR650L, to ensure that he would make that date. That left us with just two civilized bikes in the herd; we still had K.J.'s DR350 and his brother-in-law Ray Franco's

legalized Honda XR400R. Who knew - we might be showing those crusty McLaughlin motor corps dudes some new tricks yet!

Some 30 miles west of Laughlin, we ran into the first of several historic attractions on the Mojave Road, which had turned from sandy-smooth to a rim-trashing rockfest. But we reached Fort Piute, or more accurately, the Outpost at Piute Creek, as it was known during its use in 1867 and '68. The outpost was used by the U.S. Army to protect the Arizona Overland Mail from the bands of Indians that occupied the area in those days. There's not much left to it now, just a few piles of desolate rocks that mark the boundaries of the corrals. However, if you're willing to climb off and walk up the Piute Creek trail about 200 yards or so, you can find several Indian petroglyphs etched into the rocks, and there is another rock wall

that is most likely part of the ruins of a fort built by a man named Samuel Bishop in 1859.

The real Mojave Road actually continues past Fort Piute and over the mountains, but that portion of the road is strictly off limits, so the proper route is to head south and then west around Piute Creek Pass and rejoin the trail on the other side of the mountains, which we did as we headed back toward Lanfair Valley. There the road turned back to sand and once again allowed us to get on the gas as we ran through thickets of Joshua trees and Cholla cacti. As more than one of us learned, brushing too close to a cholla cactus at speed is... not recommended.

Once again, we were 18 miles down the road and just getting into the flow of the ride when Jones skidded to a stop in front of a tree that looked like it had a bunch of garbage dumped in it. Well,

Stroker Inc. Kawasaki KLX300R

Striking the balance

Larry Roeseler.

If you can find two better words to sum up off-road riding prowess in the modern era, then please write us. But as we learned, there are a couple more words that could apply to the multi-time off-road champion when it came time for his Stroker Inc. four-stroke speed-equipment firm to build us a motorcycle for dual-sporting Mojave. Words like "sensible approach."

Although Stroker makes parts for other brands, the platform for Roeseler's R&D bikes are, not surprisingly, Kawasakis, and so it was with our Stroker KLX300. Although Stroker can build serious performance into the KLXs - all the way up to a fire-breathing 365cc scrambler (which is what we thought we were going to get) - Roeseler wisely stuck to a relatively conservative route with our loaner, stressing mods that increased comfort and reliability, and keeping the high-zoot engine-performance work to a minimum.

Starting with the chassis, Roeseler added a waterpump

guard, skid plate and Acerbis Moto Guards and front-disc protector. A Stroker chain guide was utilized to keep the chain where it belongs. For rider comfort, Renthal handlebars and Stroker footpegs (by Proto Factory) replaced the respective stock units. The suspension received considerable attention, as Roeseler went with a full front-and-rear revalve, and replaced the stock fork springs with Progressive Suspension coils.

We think that Roeseler's engine-mod list for our bike reflects his belief that the stock KLX makes a pretty darn good engine for dual-sport riding. Aside from cutting the flywheel for a few extra revs, adding a Stroker idler kickstart gear and Stroker shift kit, modifying the airbox and changing the air cleaner and adding a Stroker crankcase breather kit, Roeseler added only a Stroker headpipe and muffler/spark arrestor before pronouncing the motor ready to go. The addition of one of Alan Roach's Baja Designs dual-sport kits and a Stroker seat cover were the final touches.

Our ride on the Stroker KLX300 was a rewarding experience. The engine was the easiest-starting in our group, requiring no more than two kicks cold and one hot to get motivating. And despite being the lowest-displacement motorcycle in the pack,

the KLX more than held its own - and actually shined - in the wide range of terrain. Nobody complained when it was their turn to climb aboard the KLX, as the spirited motor revved freely, lacking only a bit more top end to make it perfect.

The same could be said for the suspension and handling, which worked in harmony to produce a great ride in just about any condition. We might consider adding a tad more rebound damping, and we thought that the KLX got a tad nervous in the sand, but for the majority of riders looking to take a dirt bike and modify it for street compatibility, the KLX strikes a nice balance. It certainly did in our group of stone stockers and high-priced hot rods. The KLX was truly the most stock-feeling modified machine in the bunch. One tester even noted that, at the end of the second day, the Stroker KLX was the freshest-looking horse in the stable. Impressive.

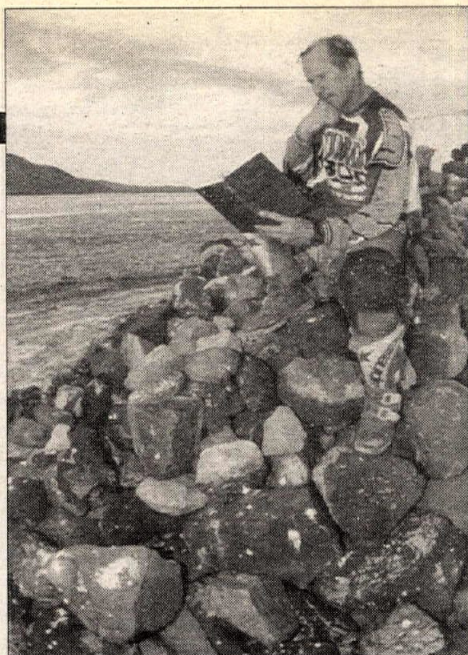
Nice job, L.R.



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the tree is actually another historic part of the Mojave Road, a sort of desert wishing well where passers-by are able to insert a penny into the aluminum brew cans that are hung in it and make a wish. Jones insisted on getting a photo whilst Rousseau dug through the 58 pockets in his riding jacket, looking for a penny. It was at about that time that Hain wished out loud that we would pick up the pace. Jones retaliated by wishing aloud that Hain would shut up, and Freeman sat back with a grin, secretly hoping to witness the "new" last gunfight in the Mojave Desert. Photos completed, we saddled up and got moving again, carving through about five miles of serpentine two track before once again connecting with the chase truck long enough to gas up, have Hain jump in the truck and Gunter get back on a bike, and we were outta there.

Hooking onto Cedar Canyon Road took the group toward another cutoff with a wide, gnarly sand wash - known as Watson Wash - that ultimately led us another 10 miles, on past a seepage between two huge slabs of rock. The area is known as Rock Springs. Continue another two miles west and you will run into a windmill that is seemingly in the middle of nowhere. The area is known as Government Holes, and it was here that the last "old west" gunfight in the Mojave took place between Matt Burts and J.W. "Bill" Robinson on



November 8, 1925. Both were, appropriately enough, gunfighters. And one can only guess that it was in the spirit of keeping things all even that both men died in the fight, which ultimately broke out because of rumors that Robinson had been hired to kill Burts.

Leaving Government Holes and continuing 10 or so miles, we turned north toward Nippton and rode another 12 miles before reaching perhaps the most interesting waypoint on the Mojave Road. It is simply called the Mail Box on the Mojave Road, although it doesn't receive much mail. Instead, inside the dingy, rust-colored box you will find a



(Left) Kinney "Thinking Man" Jones takes a break at the Soda Dry Lake Monument. (Above) Submarining in Afton Canyon, a little more than an hour from our final destination... Bummer.

journal that is to be signed by every traveler on the route. You can leave your name, the date at which you passed the box, the number of vehicles in your party, road conditions, and there's even a space to record your impressions of your journey on the Mojave Road. Then, every so often, the journal is replaced by new one, with the old one being analyzed by the Friends of the Mojave Road and the BLM to help them in determining the best course of action to keep the route passable with minimal impact to the environment. Imagine that.

Reading the messages left by others

could keep you entertained for hours, and we took some time to read the thoughts of a suprisingly high number of folks who had gone before us before firing up and rolling toward Cima Road.

In spite of the setbacks and failures, we were close to the homestretch by 3 p.m.. But we weren't there yet, and it was easy to tell that we would soon be engaged in a race with the sun if we wanted to make Barstow before dark. When we got to Kelbaker Road, we made our final fuel stop, "MacGuyver" Jones having once again cleverly concealed several small fuel cans in the rocks just a few feet from the pavement. We were also met by the truck, with Marv unloading a cooler full of Subway sandwiches, which more than shocked a few of us back to reality.

It was a funny feeling to realize that the desolation of the Mojave Road had taken over to the point that we no longer thought or cared about what was going on in the environment outside our own. The whole group was reduced to enjoying the spectacular scenery around us as we bounded across the desert to whatever waypoint came next. No, it wasn't Zenlike. Nobody saw God or had a moment of clarity that changed their lives forever. City life, with its job pressures, human hassles and rush-hour discord, was an inevitability; Hoyer's early departure was proof enough of that. But suffice it to say that the rest of us were fully enveloped in the trek, some if only in the hope that it might end soon, others in the hope that it would never end. Motorcycles are wonderful devices that way.

We were just south of Baker and had about 20 miles to go before we reached the Soda Dry Lake and the Soda National Monument. The silty access road that leads to the dry lake runs out onto a peninsula known as 17-Mile Point. It was just before here that Ray decided he was tired of eating dust from the racier members of our crew, so he set off early, making the perfect hare to our hounds. Palmer and Rousseau were the next two along, followed by the rest, who had spread out considerably to avoid riding through some of the worst dust that we had yet faced. Mile after mile, we chased Ray's dust cloud, which rose up from the lake in the distance. It seemed like we would never get there, but the silt was soon replaced by the alkali playa of the lakebed.

One more word of caution is order here: Stay to the right of the posts that mark the route across the lakebed. It is designated as wilderness, and rumors abound regarding rangers who like to sit up on the mountain that overlooks the dry lake and keep an eye out for trespassers. Big tickie, no laundry.

Smack dab in the middle of the lake is a rock pile that houses the Soda Dry Lake Monument. The pile is supposed to be increased by one rock for every

White Brothers Yamaha WR420F

Keepin' up with the Joneses

Getting White Brothers to commit a motorcycle for our little dez-fest was at once the easiest and most difficult task of the whole program. To be sure, the folks at the giant aftermarket parts distributor had the ideal machine, former AMA 250cc National MX Champion Gary Jones' personal Yamaha WR420F - so named because of the WB420cc piston kit that upped the displacement from the stocker. The trouble was that this particular radical ride was to be displayed at the big motorcycle aftermarket trade show in Indianapolis, and it needed a piston, and the chances of getting the bike ready in time for our ride seemed all but impossible. So after telling us "No," Jones and White Brothers' Dave Novick surprised us by rolling up to the CN offices with the bike in the back of the company box van on the Monday that we were scheduled to leave.

Two things immediately struck us when we saw the WR: First, it was about the trickiest-looking motorcycle that we had ever seen in *any* category; and second, it was definitely a rolling display of the awesome plethora of parts contained within the pages of the White Brothers off-road catalog. The bike bristled with stronger and lighter Talon Ultralite hubs and Excel rims, the complete package of DSP carbon-fiber covers and protectors and guards, Fastline brake lines, Braking rotors, TAG bars, UFO handguards and plastic body panels, WB magnesium top triple clamp and bar mounts, a BBR kickstarter and brake pedal, Talon Groovelite sprockets, IMS large-capacity fuel tank, Baja Designs dual-sport kit, WB graphics and seat kit, WB High-Boy headpipe and E Series megaphone/spark arrestor - and those were just some of things that we were able to see!

Some of the hidden and even trickier items included completely revalved suspension, with Eibach springs controlling the *boing* in both the shock and fork, custom engine porting and flowing, and of course the White Brothers 420cc oversize kit. To top it all off, the bike bristles with a complete set of WB titanium bolt kits for the engine, chassis, and front-and-rear suspension.

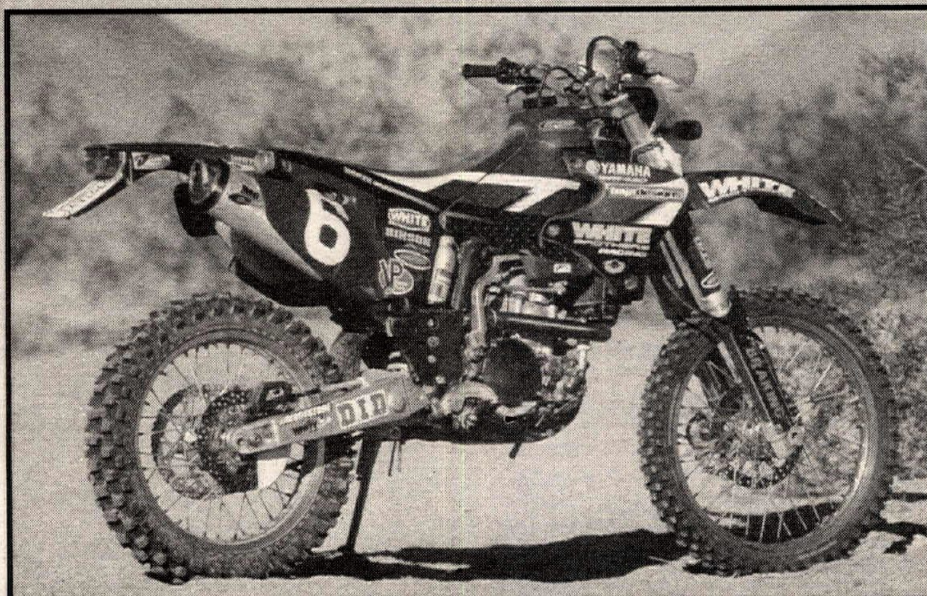
Despite its exotic looks and hyper-tweaking, the WR420's performance was surprisingly polished. The bike started easily, hot or cold, and horsepower was abundant - although not so pumped up as to destroy the character of the stock machine. One area where the White bike

was a little better than the Fineline bike was in its performance on the pavement; the wide-ratio tranny helped to tone down the shrieking wail that was emitted from the E-Series exhaust. Correspondingly, the bike didn't seem as though it needed to be hammered quite as hard off-road in order to keep up with the pack.

Handling was equally as balanced, with the bike's suspension setup probably being the best in the group. Everyone seemed to get comfortable on the machine immediately, whether they were riding it at terminal velocity or cow-trail speed. Regardless of the terrain, the White Brothers 420 was right on.

Unfortunately, reliability was not the bike's strong suit on our trip, as it gave up the ghost at the start of the second day. The problem was later found out to be a blown rod bearing. That was no surprise, according to Jones, who later admitted that the machine had been mercilessly torture-tested for some 8000 miles before we got hold of it.

That said, we guess we'll reserve judgment on the 420 kit. Besides, what kind of adventure would this have been if someone hadn't experienced some kind of problem? Look, if you want a motorcycle that will last you through the apocalypse, then you don't want the White Brothers WR420F anyway. But if you are a WR400F owner looking to add some serious tricks to your off-roader, or just want the trickiest dual-sport motorcycle on the planet, then call White Brothers or see your local WB dealer and have a look in their catalog. There's bound to be something in there that you can use to build your own dream machine.



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The stock report

traveler who visits the site. In the middle of the pile sits the monument which tells of the events that took place on the lake in 1897. It reads, "On this site in..." Know what? It's so outrageous that we've decided not to tell you what it says. You just gotta see it to believe it.

It was about 4 p.m. when we made our way through the sand dunes near Afton Canyon. There were no more cairns, the road now marked with wooden posts to guide us the rest of the way. After a brief moment to explore a radical, winding cavern that wound through the cliffs near the railroad tracks, we followed the rail line before coming upon a pair of rather deep water holes that remain in the canyon year-round. It was early enough in the year that the holes were still deep, and so Jones suggested that we ride through a few times so that he could snap some photos. It wasn't long before a few wheelies were attempted, and that's when Rousseau managed to smack up the Husky pretty well, as he stepped off the back, walked on water behind the wildly revving machine and then threw it toward the opposite bank, watching it do a wing-over before hitting the ground on its left side and totally wasting the front brake on some rocks. Ol' Freebird managed to sink the Baja XR at the next water hole just up the road, and it took several minutes of precious sunlight before the big beast acquiesced and started running again.

It was 10 more miles to Field Road, and we were soon racing across the flats that would lead us to I-15 and the chase truck. It was dark when we reached the truck, and several machines were, by now, missing some of the equipment that had made them street-legal - some headlights didn't work, one bike lost its turn indicators and license plate - so we received a headlight escort as we took the frontage road through Yermo and then hopped onto I-15 and back into Barstow. Then, to our delight, and sadness, it was over.

We learned a couple of things along the way, however. First of all, there are few things better than riding what is essentially a "cloaked" race bike in the

Not so long ago, it was thought that the only way to build a proper dual-sport motorcycle was to start with a dirt-only machine. The "dual-purpose" quadra-stroke lunkers that evolved from the Big Four's two-stroke "enduros" (remember those?) were nothing more than ill-handling street bikes jazzed up with high fenders and the occasional racy numberplate/headlight combo. Oooh. Frankly, few were worthy, and even fewer were dirt-worthy.

Thank God that the times have changed. While the manufacturers were slow in addressing the needs of this segment of the marketplace, they have responded in the '90s. Starting with Suzuki's benchmark DR350ES in 1991, the Japanese have continually worked toward building motorcycles that truly deserve to carry the "dual sport" moniker. We rode two such examples, a '99 Suzuki DR350ES and a '99 XR650L, on our trip through the Mojave desert.

The DR was actually the personal mount of ace moto photog Kinney Jones, who had put only 200 miles on the machine before our flog into the wasteland. Despite our offers to set him up with one of our desert specials, Jones insisted on bringing the bike, which had seen only a pair of modifications in the form of a Stroker Inc. spark arrestor and a pair of Dunlop tires.

They say that you are judged by the company that you keep. So how did these two stocks fare against their more volatile blue-chip cousins? Quite well, in reality. First of all, neither the DR nor the XRL gave us a hint of trouble, save for a mirror that shattered out of its housing as the XRL tackled a section of Mojave moguls at ramming speed. The suspension on the XRL was too soft, the bike could have used better treads, and it was definitely top-heavy, forcing the rider to keep a death grip on the bars at higher speeds. Weighed against such

desert, just like it used to be done, but remember this: High-performance motorcycles are high-performance motorcycles. Putting lights and a horn and a license plate on them does not make them as reliable as the more-mundane machines that are offered by the OEMs for dual-sport riding. The bikes that we rode were race bikes, and as such they should be prepared like race bikes every single time before you go out for a

long ride. With a couple of exceptions, we all agreed that we would never, ever even consider going it alone on one of these bikes - that's a bad idea regardless.

Second, we learned that we could have taken three days to ride the Mojave Road and still not have seen everything there is to see out there, whether it be the historical or topographical sites that turn you on. The Mojave Road and the Mojave Scenic Area offer plenty of both in spades, mak-

luxuries as an extremely comfortable seat, excellent ergonomics and that wonderful electric-start feature, the XRL came out pretty close to even by our standards. With a few mods to increase power and upgrade the suspension for places like Mojave, the XRL could do it if you could.

As for the DR, Jones seemed to have no trouble leading the pack even at higher speeds on the nimble machine. A former Intermediate-level motocrosser and Baja 1000 competitor, his off-road riding prowess was clearly evident, but there was simply no way that he could have maintained such a spirited pace if the DR wasn't up to the task. The Stroker muffler added a welcome pony or two up top, and the Dunlops were unquestionably better than the stock dual-sport rubber. Jones also commented that the electric start was so nice that he actually felt sorry while watching the rest of us deal with the more finicky-starting hopped-up bikes in our ranks. The addition of stiffer springs would be welcome, but other than that, the DR350ES, like the XR650L, was definitely a dual-sport bike. Just get on it and ride, Jones said.

There are certainly other makes and models in both Japanese and Euro trim that could have just as capably replaced the DR and the XRL on our ride. We suggest that you go to your dealer and check 'em out. These days, the stock market looks good indeed.



ing a trip such as ours a worthwhile adventure at least once a year.

But third, and most importantly, we found out that while there's a lot of good riding land in Southern California that has since been swallowed up by the Washington establishment and the bureaucrats, there is still a whole lot of great riding land that is available for use if you're willing to go find it.

So what are you waiting for? It's out there. **CN**

Uptite Racing Husqvarna 350CR

A Swedish massage

Uptite Racing's George Erl is one of those guys who has been keeping the Husky faith for years. As a longtime dealer and performance guru for the Swedish-born, now Italian-made motorcycles, Erl has developed a solid reputation as the go-to guy for Husky-philes in search of more performance from their mounts.

The original game plan was to have Erl supply us with a preproduction '99 Husky 610 dual-sport model that he had, but that fell through after the distributor requested that we hold off until we could get a production unit, as all of the final changes had yet to be made. Instead, Erl burned the midnight oil to add a scratch-built dual-sport kit to one of his own play bikes, a 1998 250CR chassis that houses a '91 350WXE engine.

Of course, the engine has been seriously "Uptited" with extensive cylinder-head work, an Uptite cam, an Uptite exhaust and a 36mm Mikuni flat-slide carburetor. Chassiswise, the bike is basically stock with the exception of a slightly modified Sachs shock and 50mm Marzocchi forks.

Either Erl didn't tell us sternly enough or we didn't listen well enough, but starting the Husky when cold was an absolute bear. We kicked and kicked, and pushed and kicked, flipped it upside down and took out the spark plug and kicked, choke on/choke off... Finally we futzed with the air screw and pushed the Husky until it came to life. Ironically, once the machine was warm, a single well-placed stab at the left-side kickstarter could get it lit every time.

Once under way, the bike exhibited a few tendencies to remind us that we were on a homebuilt special, such as the ability to puke oil when overfilled, twice, and the impossibility of reaching neutral when the bike was at a standstill with the engine running. Beyond that, however, we found in this particular hybrid a motorcycle that performed extremely well in most conditions. It was probably the least comfortable when ridden in the saddle for long periods of time, but - like the Feline bike - the Husky was flat fast when throttled up in race mode. In fact, it was the fastest motorcycle in our group, pulling hard off the bottom and cleanly through the middle on the way to an eye-watering top end that seemed unbelievable for a 350cc machine.

As far as the chassis goes, the Husky proved to retain its trademark stability and fair turning prowess. There simply wasn't a better bike in the sand. In rockier conditions, however, the 50mm Marzocchi forks tended to deflect a bit, forcing the rider to really

pay attention to what the front end was doing. Braking was excellent. It was funny, but the more some of our riders rode the Husky, the more they liked it. Then again, for some riders, the more they rode it, the less they liked it.

So what we have here, folks, is the epitome of a hot-rod dual-sport bike, the small-block Chevy in the '32 deuce coupe, if you will. As such, it's fast as stink and does its job well, albeit with a few irritating traits. And of course, it is wildly impractical. Who the hell is going to run out and try to find a '98 CR roller and a '91 350 engine? Nobody. However, if you do have an older Husky four-stroke that you'd like to revive in dual-sport mode, or if you want to buy a new '99 Husqvarna dual-sport model and add a few tricks to it, then George Erl can help. Sounds like a win-win situation to us.



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They're playing our song (finally!)

By Dennis Noyes
Photos by Gold & Goose

Thanks to Kenny Roberts' oldest kid, they're playing our song again. For the very few Americans who are on the Grand Prix scene, hearing the National Anthem for the first time in 61 races - and almost five years - was a real thrill, reminding us of happy times not so long ago when it was news not when an American won, but when an American didn't.

I've been covering Grand Prix racing since the mid-'70s and following the championship from Europe since 1968, and I remember what it was like before Kenny Sr. came over. The Europeans said Americans only knew how to turn left, that our guys couldn't ride in the rain, and that all that sliding around on dirt ovals with a steel shoe was no way to prepare for serious racing.

Let me tell you all about it.

Pat Hennen, in Finland in 1976, became the first American to win a Grand Prix, and Steve Baker was the first to win a World Road Racing Championship (Formula 750 in 1977). Those two gave Europe an early warning, although we shouldn't forget that the first American to win a major international road racing championship should have been Gary Nixon on Erv Kanemoto's 750cc Kawasaki two-stroke triple. A timing-and-scoring mistake made in San Carlos, Venezuela, (and that was never correct-



Kenny Roberts Jr., pictured in the center with his crew chief Warren Willing, brought pride back to the United States with his recent 500cc GP wins in Malaysia and Japan.

ed) cost Nixon a title, the "European Formula 750 Championship." That crown went, unjustly, to the late Victor Palomo of Spain. Victor was a fine rider, but Nixon deserved that title.

True American domination in the 500cc class began at the start of the 1978 season when Kenny Roberts Sr., on the black-and-yellow bumblebee Yamaha, showed up in the GP paddocks and put a quick end to Barry Sheene's two-year run as 500cc World Champion.

After Roberts came Randy Mamola, Mike Baldwin, Richard Schlachter (in 250cc), Freddie Spencer, Eddie Lawson, Kevin Schwantz, Wayne Rainey, John Kocinski and Doug Chandler. (Superbikers Fred Merkel, Miguel Duhamel and Scott Russell also got their cup of coffee in 500cc racing, and Mike Hale is currently getting a look with the Proton KR Modenas team.)

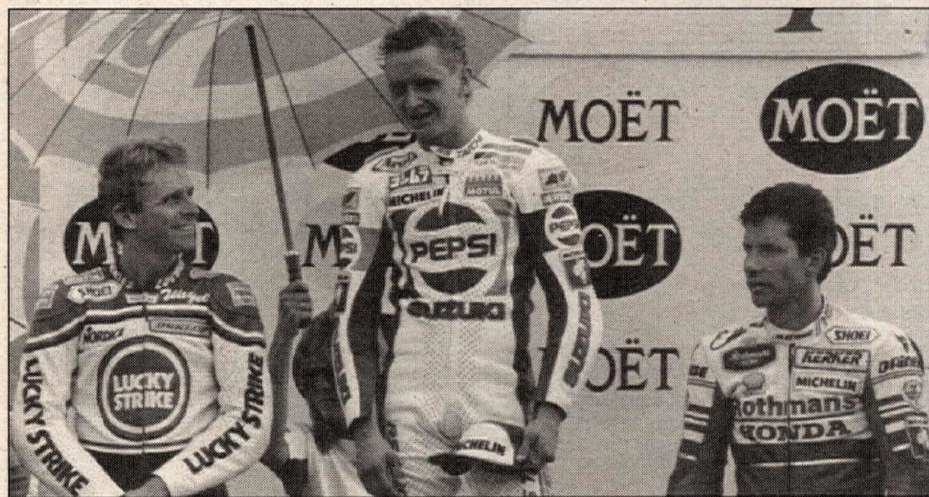
Listen to this! Between the first race of 1978 to the final race of 1993, American riders won 137 of 223 GPs (61 percent). And if you really want to get an idea of what it was like during the glory years, dig this: Freddie Spencer, on the three-cylinder RS500 Honda, won the San Marino Grand Prix from Randy Mamola, on a similar bike, on September 5, 1982. From that day until May 19, 1985, 28 races later, when France's Christian Sarron (on a Yamaha) beat Spencer (on an NSR500 V-four), the National Anthem boomed out after every 500cc race. And even though the streak was broken, American riders won all nine of the remaining races of the 1985 season. So from September 5, 1982, until Australia's Wayne Gardner won the opener of the 1986 season at Jarama on May 5, 1986, American riders won 37 of 39 GPs in the 500cc class - or 95 percent of all races run.

Gardner was the first of the "thunder from down under" gang that gave our guys some serious rivals. Gardner, Kevin Magee, Mick Doohan and Daryl

Beattie introduced a new flag and a new anthem and, like our best riders, most of them (all but Magee) came from strong dirt track backgrounds.

Wayne Rainey's career-ending crash at Misano in 1993, just a week before the U.S. GP, really marked the end of the first American era. Wayne was leading the race and the championship at the time, and the title eventually went to Texan Kevin Schwantz on his Suzuki. (It's been said that Schwantz won that title only because of Rainey's accident, but that isn't really a true or fair comment because Schwantz had been leading the championship with a fairly safe margin until he was knocked off by Mick Doohan on the opening lap of the British Grand Prix. If it hadn't been for that accident, Schwantz probably would have won the 1993 title anyway.)

Rainey and Schwantz had been bitter rivals over their domestic and international careers, but there was great respect and, eventually, friendship between them. Rainey's crash and its tragic consequences spoiled racing for Schwantz. His heart was never really in it again. In spite of two wins in 1994, he was no longer thinking about racing the way he had before. After finishing fifth and fourth in the two opening races of the 1995 season, Schwantz rode to a lackluster sixth place at the Japanese GP, and that was the last time we ever got to see number 34 in action.



There was a time when Americans ruled 500cc Grand Prix racing. Wayne Rainey (left), Kevin Schwantz (center) and Eddie Lawson (right) were podium regulars.

Career Winning Percentage in 500cc GP (1974 to present - riders with at least 30 starts in 500cc)

Rider	500cc titles	Starts	Wins	Winning Percentage
1. Mick Doohan	5	137	54	39.0%
2. Kenny Roberts Sr.	3	58	22	37.9%
3. Freddie Spencer	2	62	20	32.3%
4. Wayne Rainey	3	83	24	28.9%
5. Eddie Lawson	4	127	31	24.4%
6. Kevin Schwantz	1	104	25	24.0%
7. Barry Sheene	2	97	19	19.6%
8. Wayne Gardner	1	102	18	17.6%
9. Luca Cadalora	0	73	8	11.0%
10. Randy Mamola	0	145	13	9.0%

Doohan would have to go six more races without a win in order to drop back to second in all-time 500cc winning percentage. If Kenny Jr. can keep the lid on Mick, he might just bump his dad back up to the top of the list in career winning percentage.

Career Pole-Position Percentage in 500cc GP (1974 to present - riders with at least 30 starts in 500cc)

Rider	Starts	Poles	% of Poles
1. Mick Doohan	137	58	42.3%
2. Freddie Spencer	62	26	41.9%
3. Johnny Cecotto	34	11	32.3%
4. Kenny Roberts Sr.	58	18	31.0%
5. Kevin Schwantz	104	29	27.9%
6. Wayne Gardner	102	19	18.62%
7. Barry Sheene	97	18	18.55%
8. Wayne Rainey	83	15	18.1%
9. John Kocinski	57	8	14.0%
10. Luca Cadalora	73	8	11.0%

Doohan needs to go two more races without a pole to drop into second place in all-time pole-position percentage. That would put Freddie Spencer back on top.

Career Fastest-Lap Percentage in 500cc GP (1974 to present - riders with at least 30 starts in 500cc)

Riders	Starts	Fastest Laps	Fastest Lap %
1. Kenny Roberts Sr.	58	24	41.3%
2. Mick Doohan	137	46	33.6%
3. Freddie Spencer	62	18	29.0%
4. Wayne Rainey	83	22	26.5%
5. Kevin Schwantz	104	26	25.0%
6. Wayne Gardner	102	19	18.6%
7. Barry Sheene	97	18	18.5%
8. Eddie Lawson	127	21	16.5%
9. Alex Criville	94	11	11.7%
10. Johnny Cecotto	34	4	11.8%

Kenny Sr.'s advantage in this department is so great that Doohan would need 19 fastest laps in his next 19 rides to move into first in this department.

It was raining hard that day at Suzuka, just the sort of conditions that had produced some of Kevin's greatest wins. He took the long flight from Nogoya to Portland, Oregon, the next day and spent a long time talking to Wayne Rainey, now confined to a wheelchair and running his own Marlboro Yamaha team. Neither Wayne nor Kevin have ever gone into detail about that talk, but the result of it was that Kevin retired after only the third round of the 15-round 1995 season. (The FIM, at the request of Dorna, later retired Kevin's number, the only time in GP history that a rider's number has been retired.)

And suddenly there were no top American riders on the scene. John Kocinski, groomed by Team Roberts as the man of the future and already a 250cc World Champion, had left Team Roberts at the end of the 1992 season. John couldn't accept being number two and Wayne found John a distraction. Obviously, the team had to go with their number-one rider even though in doing so they lost the services of a very talented number two.

Kocinski went back to 250cc racing briefly but, in spite of some great rides on the slowish Suzuki 250, John was demanding improvements and finding that the project was not a highly funded Suzuki priority. After being beaten on the final lap of the 1993 Dutch TT by Yamaha's Tetsuya Harada in a battle for second, John's bike broke on the cooling-down lap and he missed the podium ceremony.

Suzuki's Gary Taylor said that telemetry showed that John had blown the engine on purpose. John denied it, but Suzuki and Kocinski went their separate ways. John was almost immediately snapped up by Cagiva, and it was John who won the gloomy (because of Rainey's crash) 1993 U.S. GP at Laguna Seca.

He teamed up with America's Doug Chandler on the factory Cagiva team for 1994 and beat Doohan to win the opener in Australia. He was second to Doohan in Malaysia and after two rounds was leading the points table. Then Schwantz won in Japan from Doohan, with Kocinski back in ninth, and that was the last time that an American (John) led the 500cc title chase until Kenny Roberts Jr. did so with his win in the present season.



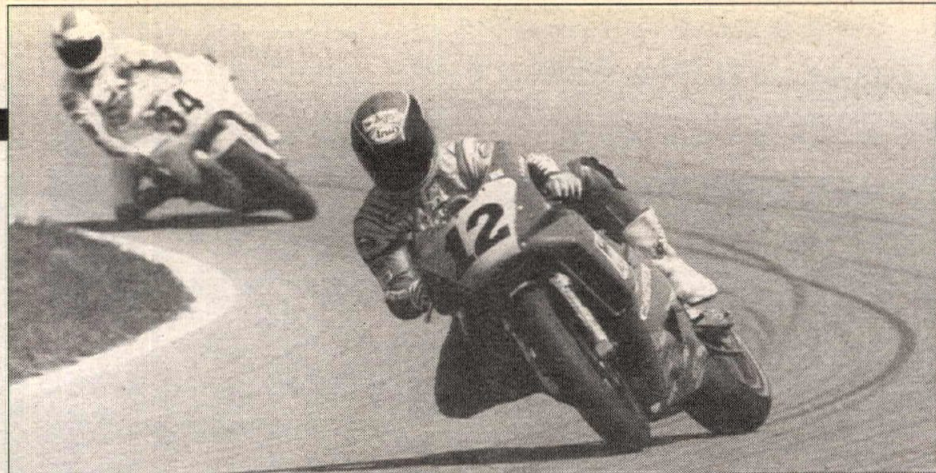
Freddie Spencer still ranks third in career 500cc GP-winning percentage statistics.

John finished third in 1994, with Chandler ninth - and then Cagiva withdrew from the championship. Chandler came back home and went AMA Superbike racing with great success, and John went water-skiing for a year before signing with Ducati in World Superbike. After finishing third with Ducati, he managed to win the World Superbike title with Honda's hard-to-ride RC45. That earned him a ticket back to "the bigs" with Movistar Honda Pons for 1998 before getting his longtime wish of riding for Erv Kanemoto in 1999.

When John put his Kanemoto Honda on the pole for the opener in Malaysia, it was the first pole by an American rider since John himself put the Cagiva on the pole in Argentina in September of 1995. And when Roberts won this year in Malaysia, it was the first win since Kevin Schwantz at Donington in July of 1994 - ending with a bang (a "big bang" Suzuki) a 61-race "0-for" by American riders.

When Kenny Roberts (Jr.) suddenly shut down Doohan in the first two rounds this year, it was the first time an American had won two in a row since Schwantz did it on May 2 and May 16 of 1993 (Jerez and Salzburgring).

Until the Roberts Jr. explosion, 34-year-old five-time 500cc World Champion Doohan had been on course to re-



Randy Mamola (12) slides his Cagiva at the Yugoslavian Grand Prix. Mamola ended up on the podium 54 times in his 145 Grand Prix starts.

Career Average Points Per Start in 500cc GP (1974 to present - riders with at least 30 starts in 500cc)

Rider	Starts	Points*	Average points/start
1. Mick Doohan	137	2399	17.51
2. Wayne Rainey	83	1443	17.39
3. Kenny Roberts Sr.	58	995	17.16
4. Eddie Lawson	127	2018	15.89
5. Wayne Gardner	102	1449	14.21
6. Kevin Schwantz	104	1419	13.64
7. Freddie Spencer	62	791	12.76
8. Alex Criville	94	1159	12.33
9. John Kocinski	53	601	11.34
10. Barry Sheene	97	1096	11.30

*All results from seasons prior to 1993 have been adjusted to the current points system that was adopted at the beginning of the 1993 season.

If Doohan averages 16 points per race for the remaining 14 races, he will drop into second place in all-time average points per start. (It's 25 points for first, then 20, 16, 13, 11, 10 and down to one point for 15th. Last year Doohan won the title averaging 17.3 points per race. His average after two races this year is 16.5 points per race.)

write the GP record books, knocking the likes of Kenny Roberts Sr., Freddie Spencer and Wayne Rainey down a notch in some very significant all-time statistical departments. He's even appeared capable of putting a move on Giacomo Agostini's longstanding record for most overall wins in the 500cc class.

One guy who is certainly rooting for Roberts is 15-time World Champion Giacomo Agostini, whose record of 68 GP wins in the 500cc class was, until Doohan won that fifth title last year, regarded as "unbreakable." Agostini has some records to his credit that really are unbreakable, I believe. He won 15 titles back in the days when it was common to ride in two or more classes in a single season, and, because of that, he managed to win 122 Grands Prix - 68 in 500cc and 54 in 350cc. Nobody will ever break the 350cc record for the simple reason that the 350cc class was dropped

by the FIM at the end of the 1982 season, but Doohan started this 16-race season with 54 wins in 500cc - just 14 behind Ago.

Obviously, the only numbers that really matter are the final points totals at the end of the present season, but just to give you the full impact of who Kenny Roberts is racing this season, let's look at Doohan as compared to the greatest riders of the last 25 years. We call it "the modern era," which begins in 1974, the last year that an MV Agusta (with Phil Read) ever took a 500cc title. In fact, the real reason that the "modern era" begins in 1974 is that there are no reliable FIM statistics for GP starts, fastest laps and pole positions prior to '74.

Here is how Doohan stacks up against the best riders of the last quarter century. Just look at the numbers of the guy that Kenny Roberts' kid has taken on.

CN

Career Podium-Appearance Percentage in 500cc GP (1974 to present - riders with at least 40 starts in 500cc)

Rider	Starts	Podium	Podium %
1. Wayne Rainey	83	64	77.1%
2. Mick Doohan	137	95	69.3%
3. Kenny Roberts Sr.	58	39	67.2%
4. Eddie Lawson	127	78	61.4%
5. Wayne Gardner	102	52	51.0%
6. Freddie Spencer	62	31	50.0%
7. Kevin Schwantz	104	51	49.0%
8. Barry Sheene	97	40	41.2%
9. Alex Criville	94	38	40.4%
10. Randy Mamola	145	54	37.2%

No worries. Rainey's podium-appearance percentage is beyond reach. Just to give you an idea... Doohan would have to ride 50 more GPs (more than three full seasons) and finish top-three at each of them to better Rainey's incredible podium-appearance percentage.

GP Wins in 500cc Class	Total GP Wins All Classes	Total 500cc Podiums
1. Giacomo Agostini 68	1. Giacomo Agostini 122	1. Mick Doohan 95
2. Mick Doohan 54	2. Angel Nieto 90	2. Giacomo Agostini 88
3. Mike Hailwood 37	3. Mike Hailwood 76	3. Eddie Lawson 78
4. Eddie Lawson 31	4. Mick Doohan 54	4. Wayne Rainey 64
5. Kevin Schwantz 25	5. Phil Read 52	5. Randy Mamola 54

By the time this article is published, the Spanish GP will have been run and we'll know if Kenny Roberts has kept his streak alive, or if Mick Doohan has found his way around his Honda's handling problems and taken points back from the 25-year-old Suzuki rider from Modesto, California.

There will be Spaniards in the mix this year, too. Carlos Checa is on a mission to prevent Max Biaggi from taking over the role of Yamaha's number one. Doohan's teammate Alex Criville has won Jerez for the last two years and is always half a second faster on home turf, but, after Roberts' consistently strong performances in pre-season testing and two convincing wins in Malaysia and Japan, it looks like we just might be in for Glory Days II.

Now "Junior" has said he doesn't want to be called that anymore, but if Ken Grifey's kid and Dale Earnhardt's kid get stuck with the "Jr.," it's going to be hard for Kenny Roberts "the younger" to escape, but I'm willing to give it a try. When Kenny "the elder" came over, he had to take on Barry Sheene, who had won two titles in a row and was Europe's favorite. To get his name in the big book, Kenny "the younger" will have to shut down the most dominant rider since Agostini.

That's what he's out to do, and he has a second ambition. He wants to do something his dad never did: win the U.S. GP.

If there is going to be a U.S. GP for him to win, it will be because of the rekindled enthusiasm for 500cc GP racing that he himself is refueling.



Kurt's

HEROES

By Alex Hodgkinson

SCHWANENSTADT, AUSTRIA, MAY 2

It was Andrea Bartolini who took the win - his first since breaking a femur at Namur last year - at Schwanenstadt on Sunday to end a two-year drought for the Rinaldi Yamaha team, but the home-turf heroes of the Austrian 500cc MX GP were Kurt Nicoll's KTM team.

Shayne King not only gave the Austrian four-stroke its maiden victory in race two, he did so just two hours after being unable to stand up due to back pains from a first-moto crash to register his first win since France in '97. Peter Johansson didn't finish either race, but before his exit he was seconds per lap faster than everyone else.

Louisiana's Trampas Parker moved to fourth in the standings despite a first-moto nonfinish - and Bartolini was the only one of the series' top nine to complete both motos. Parker's second-moto third came after a charge from outside the top 10 on the two-stroke KTM.

Light rain fell daily, but no real downpours for many weeks meant that the track didn't berm up as usual.

Instead it became very, very fast, and very, very bumpy. Hence the casualty rate.

Last year's winner, Bernd Eckenbach, was out of the first moto after only three corners.

"I collided with someone accelerating out of the turn, went down and (Francisco) Garcia could not miss me," he said. "The bike was wrecked."

Up front, Joel Smets had gated second to Yves Demaria, but he only lasted a lap and a half.

"We will look to see what broke when we get home, but I think it was the rocker arm," Smets said.

Alessandro Puzar, a six-time winner at the track, was right at the back - 37th after a lap.

"I had the gate next to my teammate (Andrea) Bartolini and he came across me as we accelerated from the start," Puzar said. "I was still around eighth, but then I stalled the motor on the first lap."

Bartolini inherited third when Smets went out, and he then made dramatic midrace passes on Rob Herring and Yves Demaria.

"Andrea (Bartolini) got us both the same way: charging up the inside into

corners and pushing us off the line," Herring said. "He took Demaria right off the track and that let me back to second."

Bartolini was genuinely hanging on at the end.

"We were all riding a similar pace in the early laps, but I pushed hard after 20 minutes and got to the front," Bartolini said. "The last five laps were very hard for me, though. I was very tired, but I wasn't going to give up the win."

"We have finally started to get the suspension sorted out," Darryl King said after chasing home fellow Husky rider Demaria for fourth.

Darryl's brother Shayne was in agony. Pushed downfield by a collision with Jochen Jasinski, he was making tracks until, in his words, "the yellow flag was being held so far off-line, no one could see it and I came around a turn to find someone lying in the track. I was just getting up and someone else came and hit me square in the back. I couldn't even stand up for half an hour after that."

The four-stroke KTMs had wrecked the start for each other as they collided coming out of the gate, and Johansson had been 16th on lap one.

"I just cannot believe how fast Peter

The Austrian 500cc Grand Prix gets underway with Andrea Bartolini (5) getting the jump on the field in turn one, followed by Yves Demaria (110) and Willie Van Wessel (16).

(Johansson) is riding this weekend," admitted team manager Kurt Nicoll.

The 33-year-old Swede, just 14 months younger than his boss, was fifth by half-distance.

"Then the motor started to make very loud noises and oil was spewing out of a crack in the clutch casing," he said. "I could have won. I was pulling back three seconds every lap on the leaders."

Parker had already vacated that fifth when, according to him, "the clutch basket exploded."

Demaria swept to the front again in race two but stalled halfway around the lap. King led on the thumper - built just 20 miles away at Mattighofen - and Johansson was soon past Eckenbach for second as the German struggled to hold on, his shoulder having been tweaked again in his first-moto crash.

On lap seven, Johansson took over at the front.

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**TEAM SUZUKI OFF-ROAD'S PAUL EDMONDSON WINS MOOSE RUN,
"AMERICA'S TOUGHEST RACE", FOR THE SECOND CONSECUTIVE YEAR.**

It's been called everything from "America's Toughest Race" to "the ultimate test of man and machine." On May 2nd, Team Suzuki Off-Road rider Paul Edmondson and his unstoppable RM250 proved they were up to the challenge. Edmondson and Suzuki took the overall victory at Moose Run, defeating the top professional off-road riders for the second year in a row. That's

quite a feat considering this sloppy wet course demands that riders maneuver through whooped-out riverbeds, slippery logs, axle-deep mud and whatever else nature can throw their way. On a course like this, riders must call on all their technical skills and maintain their focus. But for Edmondson and his Suzuki, that's business as usual. If you're interested in putting up numbers like this, visit your local Suzuki dealer. That way, at least one of you will be ready.

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(Left) Bartolini went on to score the overall victory on his Yamaha, turning in a 1-5 tally from the two motos.

(Above) Trampas Parker rode his two-stroke KTM to a third-place finish in the second moto. He is now fourth in the series point standings.

"Shayne knew I was faster and moved over for me," Johansson said. "I kept on the gas until I had 15 seconds over Smets, but then the motor broke again."

But KTM still led, as King tried to forget the pain in his back. Smets also had his eyes on his first-ever Schwanenstadt win and closed to within 15 yards of King.

"It was difficult for me to find the lines, though, after missing the first race, and I was making mistakes," Smets said.

He certainly was: hitting the fence again where he had crashed on Saturday, then a lap later riding sidesaddle with the throttle still wide open. His chances of the win eventually went on the following lap as he spun around in a circle at the same corner where Demaria had stalled.

The KTM team had sacrificed a portion of their reliability to find more

power, and Nicoll was nervous until the bitter end.

"I know what happened to Peter's motor, and the same could happen to Shayne's," he said.

But fairy tales can come true - and the entire team was on the finish straight to meet King Shayne at the checkered flag.

Demaria recovered to ninth before killing the motor again trying to out-brake Jasinski into a turn. Puzar's motor simply never pulled out of the gate, and Darryll King was battling clutch problems all race.

Bartolini was also in trouble.

"I had no front brake," he said. "The disc is bent. Someone must have touched it in the first turn."

Nevertheless, his fifth in the moto was enough to win the GP as, of those ahead of him, only Machtlinger had even finished the first moto.

In third was Parker, his 380 revving way beyond any manufacturer's recommended figure as he forced the smallest bike in the race forward from outside the top 10 on this genuine horsepower track.

"That proves again I can race with those four-strokes," the American said. "The bad start was down to me."

Six thundering motos have been run so far - and they have produced six different winners.

CN

Austrian 500cc GP Schwanenstadt, Austria Results: May 2, 1999 (Round 3 of 13)

MOTO 1: 1. Andrea Bartolini (Yam); 2. Rob Herring (Hon); 3. Yves Demaria (Hus); 4. Darryll King (Hus); 5. Jochen Jasinski (Hon); 6. Chris Burnham (Hon); 7. Miska Aaltonen (Yam); 8. Sigi Bauer (KTM); 9. Johan Boonen (Hus); 10. Erwin Machtlinger (Hon); 11. Avo Leok (KTM); 12. Alessandro Puzar (Yam); 13. Rupi Walkner (KTM); 14. Gert Jan Van Doorn; 15. James Marsh (KTM).

MOTO 2: 1. Shayne King (KTM); 2. Joel Smets (Hbg); 3. Trampas Parker (KTM); 4. Erwin Machtlinger (Hon); 5. Andrea Bartolini (Yam); 6. Johan Boonen

(Hus); 7. Jochen Jasinski (Hon); 8. Chris Burnham (Hon); 9. Danny Theybers (Hbg); 10. Miska Aaltonen (Yam); 11. Sigi Bauer (KTM); 12. Francisco Garcia Vico (Yam); 13. Jocke Karlsson (Hon); 14. Gert Jan Van Doorn; 15. Miroslav Kucirek (Hon).

O/A: 1. Andrea Bartolini (Yam); 2. Shayne King (KTM); 3. Jochen Jasinski (Hon); 4. Erwin Machtlinger (Hon); 5. Chris Burnham (Hon); 6. Joel Smets (Hbg); 7. Rob Herring (Hon); 8. Johan Boonen (Hus); 9. Trampas Parker (KTM); 10. Yves Demaria (Hus).

FIM WORLD CHAMPIONSHIP 500cc MX SERIES POINTS STANDINGS (After 3 of 13 rounds): 1. Andrea Bartolini (85/1 win); 2. Joel Smets (80/1); 3. Yves Demaria (69/1); 4. Trampas Parker (60); 5. Alessandro Puzar (55); 6. Shayne King (49); 7. Darryll King (48); 8. Jocke Karlsson (41); 9. Peter Johansson (37); 10. Jochen Jasinski (31); 11. Francisco Garcia Vico (31); 12. Erwin Machtlinger (29); 13. Johan Boonen (24); 14. Miska Aaltonen (24); 15. Rob Herring (23); 16. Chris Burnham (23); 17. Willie Van Wessel (14); 18. Danny Theybers (14); 19. Sigi Bauer (13); 20. Rupi Walkner (8).

Upcoming Rounds:

Round 4 - Castiglione del Lago, Italy, May 16
Round 5 - Loket, Czech Republic, May 30

World Championship 250cc Motocross Series Round 5: Venezuelan Grand Prix

BOLLEY, BOLLEY

MARQUAY, VENEZUELA, MAY 2

Frederic Bolley returned to the 250cc Grand Prix winner's rostrum for the first time since the Spanish opener with a deserved overall victory in stifling heat at Maracay in Venezuela. In doing so, the French member of the Radson Honda team blotted out the nightmarish memories of his home GP a fortnight earlier, and he is again just eight points from the championship lead.

Archivals Pit Beirer, the first-moto winner, and Marnicq Bervoets, of the Winfield Kawasaki squad, completed the podium overall, and the trio have now opened up a sizable lead in the standings.

But Ryan Hughes, now 46 points adrift of the pace, had his best race of the year to take a strong second place, right in Bolley's wheel tracks, in race two after charging through to sixth from a first-lap crash in race one.

CN

Venezuelan 250cc GP

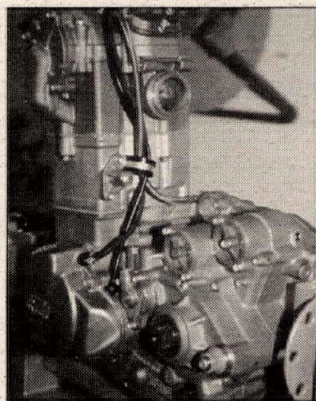
Maracay, Venezuela
Results: May 2, 1999 (Round 5 of 16)

MOTO 1: 1. Pit Beirer (Kaw); 2. Marnicq Bervoets (Kaw); 3. Frederic Bolley (Hon); 4. Leon Geisbers (Suz);

Briefly...

The KTM four-strokes were as used in Spain a few weeks ago with "minor updates," but the 100-percent-KTM motor was in Schwanenstadt as promised, albeit on the workbench in the team truck. "It has been running in a bike this week and the test went well, but we went to a track we didn't know and, contrary to indications, it turned out not to be suitable for a full test," team manager Kurt Nicoll said. "It simply wasn't fast enough to purposely overrev the bike, for example, so we decided not to risk using it here in the factory's home GP because the bikes we have are already fast enough - as we proved today."

Joel Smets had a troubled qualification on the Niederholzham track, where he has never won. His mechanic and "mind guru," Glenn Woodman, was furious with the champion. "He insisted on riding his spare bike," Woodman said. "It is identical apart from a different crank, which delivers more aggressive power. He felt he needed more bottom end for the uphills, but it ended up throwing him off twice. I told him it would!"



The first look at the 100-percent KTM-built four-stroke that stayed in the back of the KTM truck for the weekend.

Darryll King admitted it was an easy mistake to make: "I said the same thing after first practice, but it's wrong. You feel as though you're faster with a more aggressive motor here, but the fractions of a second you gain are more than wiped out by what you lose through not being smooth." The Kiwi also admitted that his team had been having difficulty finding a suitable suspension setup this year.

Trampas Parker will ride the U.S. 250cc Grand Prix as a wild-card entry. "I just finalized details with the promoter this week," Parker said. "Both he and KTM were keen for me to do it, and I'm looking forward to it. I've got a factory KTM and my bike will be running on FIM-legal, unleaded fuel."

Local hero Erwin Machtlinger was riding in Austria with torn ligaments in his left thumb after a crash in a National one week previous. Finland's Kenth Asplund broke both bones in his lower left leg during qualifying.

Joel Smets has a personal sponsorship deal with L&M (which also sponsors the Radson Honda *equipe*) for all countries where tobacco advertising is allowed.

Bader Manneh again qualified on his YZ400F but soon tailed off in each race. "I'm still rebuilding from my injury," Manneh said. "I'm using the races as track time on true race tracks, but it is better for all of us at the moment if I stay out of everybody's way." The 32-year-old San Diego, California, resident finished 27-30.

KTM's South African 125cc rider Grant Langston has been sidelined with a broken scaphoid and ankle-ligament damage.

5. David Vuillemin (Yam); 6. Ryan Hughes (Hon); 7. Josh Coppins (Suz); 8. Mickael Maschio (Yam); 9. Marko Kovalainen (Hon); 10. Alex Belometti (Yam); 11. Philippe Dupasquier (Hon); 12. Remy Van Rees (Kaw); 13. Rudi Van Leeuwen (Suz); 14. Adrian Robert (Hon); 15. Pedro Gonzalez (Hon).

MOTO 2: 1. Frederic Bolley (Hon); 2. Ryan Hughes (Hon); 3. Marnicq Bervoets (Kaw); 4. Pit Beirer (Kaw); 5. Brian Jorgensen (Suz); 6. Josh Coppins (Suz); 7. Leon Geisbers (Suz); 8. Remy Van Rees (Kaw); 9. Mickael Maschio (Yam); 10. Gordon Crockard (Hon); 11. Philippe Dupasquier (Hon); 12. Marko Kovalainen (Hon); 13. Thierry Bethys (Hon); 14. Michel Sandoval (Hon); 15. Pedro Gonzalez (Hon).

O/A: 1. Frederic Bolley (Hon); 2. Pit Beirer (Kaw); 3. Marnicq Bervoets (Kaw); 4. Ryan Hughes (Hon); 5. Leon Geisbers (Suz); 6. Josh Coppins (Suz); 7. Mickael Maschio (Yam); 8. Remy Van Rees (Kaw); 9. Brian Jorgensen (Suz); 10. David Vuillemin (Yam).

FIM WORLD CHAMPIONSHIP 250cc MX SERIES POINTS STANDINGS (After 5 of 16 rounds): 1. Marnicq Bervoets (152/2 wins); 2. Pit Beirer (150); 3. Frederic Bolley (144/2); 4. Ryan Hughes (106); 5. David Vuillemin (96/1); 6. Josh Coppins (90); 7. Leon Geisbers (86); 8. Remy Van Rees (70); 9. Mickael Maschio (65); 10. Peter Iven (44); 11. Gordon Crockard (36); 12. Marko Kovalainen (31); 13. Alex Belometti (29); 14. Brian Jorgensen (27); 15. Paul Cooper (24); 16. Mark Eastwood (20); 17. Justin Morris (20); 18. Philippe Dupasquier (19); 19. (TIE) Rudi Van Leeuwen/ Collin Dugmore (13).

Upcoming Rounds:

Round 6 - Belo Horizonte, Brazil, May 16

Round 7 - Foxhills, England, May 30

World Championship 125cc Motocross Series
Round 4: Spanish Grand Prix

CHIODI, AGAIN!

BELLPUIG, SPAIN, MAY 2

Chicco Chiodi took his fourth straight 125cc GP win of the campaign to equal Alessandro Puzar as Italy's most successful Grand Prix motocross rider of all time, but Mike Brown continues to progress. After two consecutive third-place overall finishes, Brown and his Cat Honda ended the day second overall at Bellpuig in Northern Spain.

What's more, Brown came home just 10 seconds behind the champ in race one, and then came within less than two seconds of the win in race two.

Regular runner-up Claudio Federici had finished in that position in race one, but he could not improve past fifth in race two after a poor start forced him to charge through the dust.

Chiodi's Husky teammate Thomas Traversini joined the champ on the podium in both motos, while Jeff Dement showed that he is slowly recovering from the flu bug by garnering fifth overall from 8-4 motos. **CN**

Spanish 125cc GP

Bellpuig, Spain

Results: May 2, 1999 (Round 4 of 13)

MOTO 1: 1. Alessio Chiodi (Hus); 2. Claudio Federici (Yam); 3. Thomas Traversini (Hus); 4. Mike Brown (Hon); 5. James Dobb (Suz); 6. Cristian Ravaglia (TM); 7. Luca Cherubini (Yam); 8. Jeff Dement (Hon); 9. Marco Stallman (Suz); 10. Kenneth Gundersen (Yam); 11. Cedric Melotte (Kaw); 12. Johnny Aubert (Hus); 13. Davy Goovaerts (Yam); 14. Michael Milanovic (Yam); 15. Steve Ramon (Kaw).

MOTO 2: 1. Alessio Chiodi (Hus); 2. Mike Brown (Hon); 3. Thomas Traversini (Hus); 4. Jeff Dement (Hon); 5. Claudio Federici (Yam); 6. James Dobb (Suz); 7. Mathieu Lalloz (Yam); 8. Steve Ramon (Kaw); 9. Johnny Aubert (Hus); 10. Erik Camerlengo (Yam); 11. Luca Cherubini (Yam); 12. Cristian Ravaglia (TM); 13. Davy Goovaerts (Yam); 14. Moises Bernardez (Hon); 15. Abel Bernardez (Hon).

O/A: 1. Alessio Chiodi (Hus); 2. Mike Brown (Hon); 3. Thomas Traversini (Hus); 4. Claudio Federici (Yam); 5. Jeff Dement (Hon); 6. James Dobb (Suz); 7. Cristian Ravaglia (TM); 8. Luca Cherubini (Yam); 9. Johnny Aubert (Hus); 10. Mathieu Lalloz (Yam).

FIM WORLD CHAMPIONSHIP 125cc MX SERIES POINTS STANDINGS (After 4 of 13 rounds): 1. Alessio Chiodi (154/4 wins); 2. Claudio Federici (130); 3. Mike Brown (99); 4. Thomas Traversini (83); 5. Jeff Dement (55); 6. Patrick Caps (52); 7. Steve Ramon (51); 8. James Dobb (50); 9. (TIE) Luca Cherubini/Erik Camerlengo (46); 11. Johnny Aubert (45); 12. Carl Nunn (30); 13. Luigi Seguy (28); 14. Mathieu Lalloz (27); 15. Ivan Lazzarini (22); 16. Cedric Melotte (21); 17. Nicolas Charlier (20); 18. Cristian Ravaglia (14); 19. (TIE) Grant Langston/Rodrig Thain (10).

Upcoming Rounds:

Round 5 - Mill, Holland, May 16

Round 6 - Foxhill, England, May 30

COME RACE THE FAMOUS MAMMOTH MOTOCROSS



32nd
Annual

**Mammoth
Motocross**

Entries open May 12

Next entry form: Cycle

News #22 June 2

Absolutely no refunds

One entry form per race

Entries relieved by June 11
will have confirmation
by mail

All racing numbers
assigned by HSS



June 24 - 27, 1999

**Mammoth
Lakes, CA**



In Partnership with
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**\$20,000 Cash
\$10,000 in Prizes**

Check out this action!

Pro Action
presents
Thursday, June 24
Vets 30+ and Seniors 40+
Junior, Intermediate and Pro

White Bros...
presents
Friday, June 25
Four-Stroke
Junior, Intermediate
and Pro

Dirt Digits
presents
Friday, June 25
Mini 80cc (no big wheels),
9-11, 12-13, 14-15,
Open Junior, Intermediate and Pro
Women Amateur, Pro up to 125cc

The Edge
presents
Saturday, June 26
Superminis up to 16 years
125cc Junior, Intermediate
and Pro
(no superminis)

A XO
presents
Sunday, June 27
250 cc
Junior, Intermediate
and Pro

Practice Schedule
June 17, 8 am-4 pm
June 18, 8 am-12 pm
June 21, 8 am-4 pm
June 22, 8 am-4 pm
June 23, 8 am-12 pm

Practice Fee
\$15 per day, per rider
\$5 practice spectator fee
Race Day Spectator Fee
\$10 Adults
\$5 Kids 12 and under

Entry fees
\$60 Junior and Intermediate
\$75 Pro
Over the Hill Gang
June 19-20
Dave Rodriguez 562.921.7795

Lodging
NO overnight parking at the track
USFS Campgrounds 800.280.2267
Mammoth Lodging 800.228.4947
Special Packages

Riders may not drop down a class.
Any violation results in a
non refundable disqualification.

Race information 760.934.0642

or hss@mammoth-mtn.com

Mail entries to High Sierra Sports

fax entry to 760.934.0613

Gates open 5am Race Day

Please read all information
before calling

PLEASE PRINT,
SIGN, CUT AND RETURN THE FORM BELOW

Race Entry

Send separate entries for each class racing. You may Xerox this form

Mail to: High Sierra Sports, P.O. Box 482

#1 Minaret Rd. Mammoth Lakes, CA 93546

Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Make Machine: _____ CC _____ Phone: () _____

Date of Birth: _____

Assumption of risk agreement

I hereby acknowledge that I am aware of the dangers incident to this event and voluntarily and knowingly enter the event with said knowledge. I further acknowledge that I am aware of the fact that any injuries or damages sustained by me due to my participation in this event may be of a permanent and grave nature and I, nevertheless, voluntarily and knowingly enter said event. I further acknowledge that during the course of said event there may be times at which though not actively participating in said event, I may be a spectator and I, nevertheless, voluntarily and knowingly assume such risk. I further acknowledge that I may sustain permanent or grave injuries as either a participant or spectator at this event due to the negligence of other persons including participants, Mammoth MC, the referee, or other officials, the owners of the premises, or any of the lease holders and that with this in mind, I, nevertheless, voluntarily knowingly assume such risk. I FURTHER FULLY UNDERSTAND THAT THERE IS NO RIDER MEDICAL INSURANCE PROVIDED FOR THIS EVENT. RIDERS MUST CARRY THEIR OWN ACCIDENT INSURANCE. ACCIDENT INSURANCE IS REQUIRED.

Rider's Insurance Company: _____

I have read this entry and agreed to the above conditions

Rider's Signature: _____ Rider's Age: _____

If rider is under 18 years of age PARENTS SIGNATURE REQUIRED

Check or money order payment ☐ Checks payable to: HIGH SIERRA SPORTS

Credit Card payment ☐ Mastercard ☐ Visa ☐ AMEX ☐

Cardholder Name: _____ Signature /Date: _____

_____ Exp Date: _____

Mammoth Motocross

CLASS (CIRCLE ONE)

OPEN 125 250 4-STROKE

VETS SENIORS

WOMEN AMATEUR WOMEN PRO

MINI 9-11 MINI 12-13 MINI 14-15

SUPERMINI UP TO 15 YRS

ABILITY (CIRCLE ONE)

JUNIOR INTERMEDIATE PRO

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NO.

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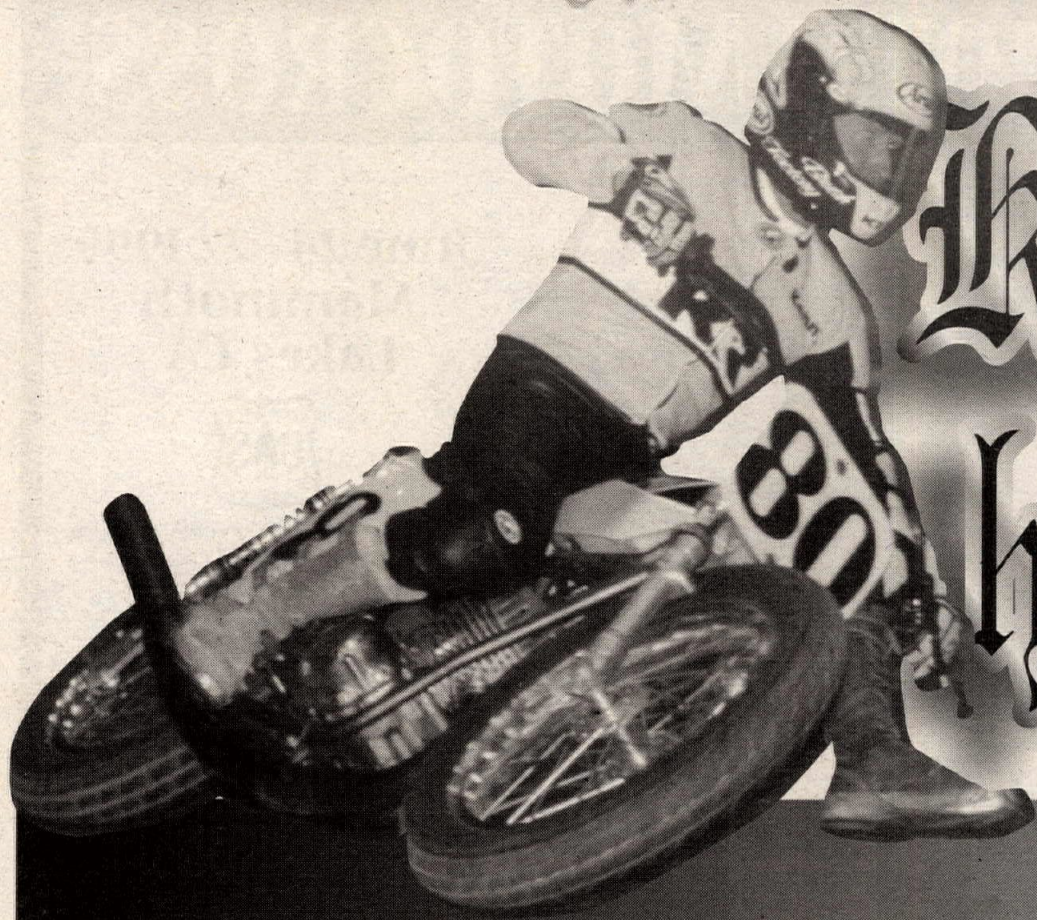
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King Kenny holds court

By Bill Spencer
Photos by Mitch Friedman

DALY CITY, CA, MAY 1

Ray Abrams of A&A Racing celebrated his 60th birthday with a few special friends at the Cow Palace. About 600 friends. The celebration also included an indoor short track on the concrete floor, something that hadn't happened in quite a few years.

The event was the brainchild of Ray's daughter, Rochelle, who was assisted by Rod Lake and his Rod Lake Racing crew. The day included an amateur competition that took place during the afternoon, a party for the assembled 600 and a night show in front of some 3500 fans that included a reunion race for some of dirt track racing's most notable riders of the 1960s and 1970s.

Former A&A Racing-backed stars included Keith Mashburn, Mike Yarn, Jim Odom, Rick Hocking, John Gennai, Joe Henry and some guy named Kenny Roberts, who just happened to win the 10-lap feature over Gennai and Hocking.

Roberts may have aged a bit since his first appearance here in January of 1970, where he finished third in his first-ever pro race, but the style was the same. He gated from the second position in the front row after winning his heat and was lapping riders by checkers time.

Jimbo Filice got a good start and was running second, but TT specialist Gennai and his A&A Racing/Hi Point Bultaco got a wheel underneath Filice in the first turn, dumping the two-time AMA National 250cc Road Racing Champion unceremoniously. Roberts was loaded for bear from the early afternoon, riding practice and heat events with the same enthusiasm that won him two AMA Grand National titles and three 500cc World Road Racing Championships. This, combined with youngest son Kurtis' win in the Formula Extreme event for Erion Racing earlier in the day at Laguna Seca and the presence of oldest boy K.R. Jr., the winner of the first two Grand Prix events of the year, made for a memorable time.

Obviously, Kenny Roberts Sr. had not lost any of his aggressiveness, as he



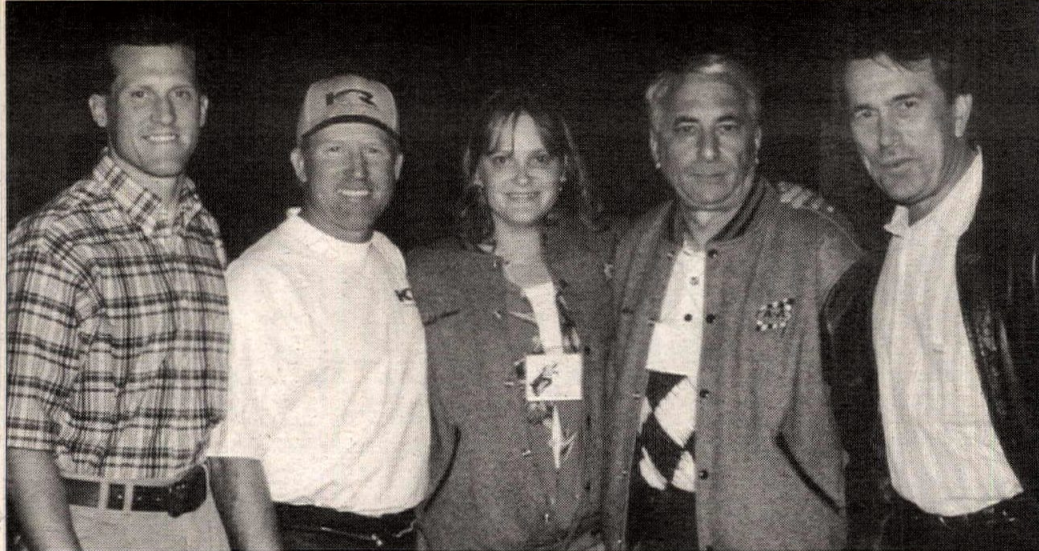
easily cruised through traffic and had little problem in negotiating the heat and the main. Likewise for both Gennai and Hocking, both having the same aggressive style that made them fab names in their day.

"I never rode against them," Filice said of the two. "And I'm glad. They're brutal."

Eddie Mulder was his usual smiling self, finishing fifth over Joe Henry and Nick Theroux, who earlier won the Classic 250cc Vintage on the same Honda he rode in the '60s. Theroux's bike only lasted a lap in the Legends heat before blowing the crank all over the concrete floor.

Dave Bostrom had a great ride on a

"King Kenny" Roberts made a return to the Cow Palace, the site of his first-ever Pro race, and won the 10-lap Legends race at the West Coast Indoor Short Track Championships. The age has changed, but that unmistakable style remains.



Cary Buck's-owned Sprint, finishing seventh over Terry Sage and Mike Yarn, with Mashburn and Filice completing the field.

Matt Gomez Jr. topped the 80cc Invitational after Stewart Barber had some mechanical misfortune, with Frankie Lane finishing second. Rod Spencer topped the XR100 class with relative ease over Kenny Weddingfeld and Tony Alves. Paul Iwanaga finished fourth over Jeff Gabbhart and Eric Carrillo, while Anthony Giammanco was seventh on an ex-Jeff Haney ride.

Bobby Cunningham had an excellent night, winning the Z50 spokeless race over former MX racer Steve Arena and Robbie Cadwallader. Cunningham also took a fourth in the Legends event and fourth in the Pro 600.

Rob Damron won the Pro 600 event on his L&R/San Jose Yamaha-backed Husaberg despite four different starts; Brett Landes crashed and caused three of the four red flags.

Landes, second in the Grand National series after Florida, hadn't decided to race until the last minute, and despite a few second thoughts, he was quite focused and did an admirable job in taking his Audivox-sponsored racer to the second position. Steve Johnson was third, with Matt Proto fourth over Paul "Corky" Bergstrom and John Hlebo III. New old-timer Fred Faltermack finished eighth over a hurting Jessie Kreling and Paul Iwanaga.

Bob McDonnell did a fine job in taking the top spot in the Vintage 250cc class over Matt Proto and Matt Gomez, with Rick Hocking fourth over John Proto.

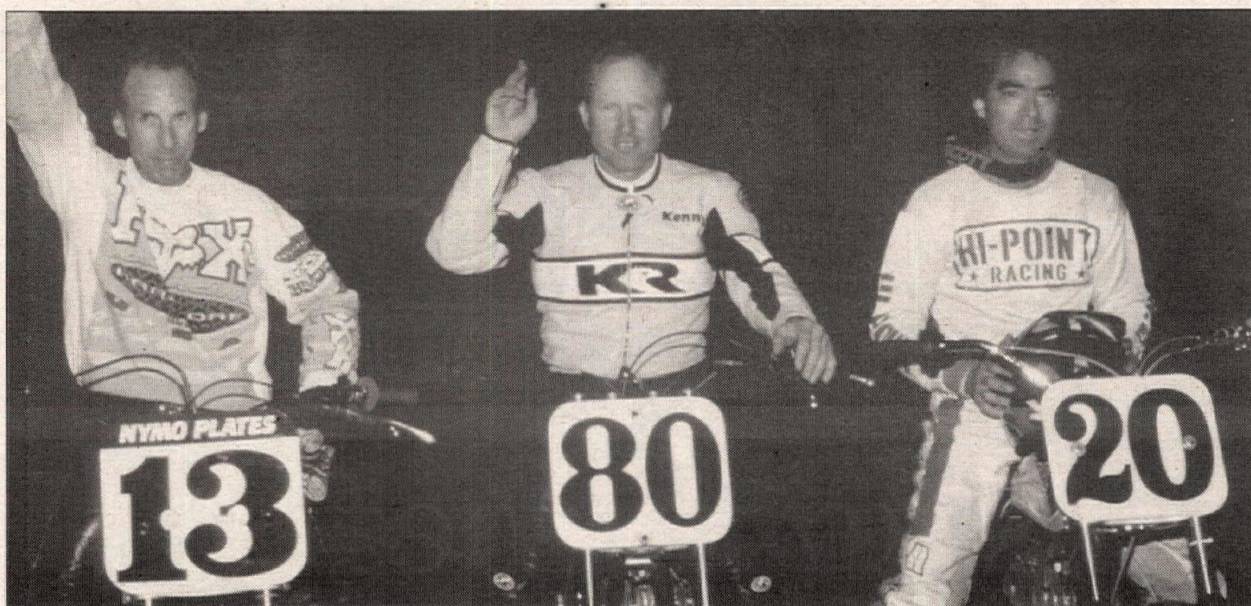
Ronnie Brown was tops in the Pro 600cc Trophy race, with Jimmy Sanchez second and Kevin Bricker third. Sanchez had a tough time in the 600cc Pro show when Landes made a great pass on the outside and, trying to save the line, exited the track in a big way.

The fans were treated to a fine display of racing, with lots of interviews with the likes of Jim Rice, Gene Romero, Eddie Mulder, Dave Bostrom and Filice, along with such luminaries of yester-

(Above) The event was put together by Rochelle Abrams (center) in celebration of her father Ray's (second from right) 60th birthday.

Also in attendance were Team Suzuki's new GP star Kenny Roberts Jr. (left) and 1970 AMA Grand National Champion Gene Romero (right).

(Right) A battle renewed: Rick Hocking (13) and John Gennai (20) bumped and ground their way around the tiny Cow Palace oval in the Legends race. Gennai got the better of Hocking for second place.



(Left, from left to right) Hocking, Roberts and Gennai in Victory Circle.

year as Kenny Eggers, Gary Nelson, Al Rudy, and the Plain brothers, Jimmy and Joey.

Dana Perri rode the number-54 machine to the Vintage Over 40 main-event win over John Proto, with Matt Rohr third over Manuel Datan, while Larry Madrigal was tops in the Vintage Over 60 class over Hank Cosio and Bill "Biscuits" Verbicio. **CN**

Cow Palace
Daly City, California
Results: May 1, 1999

XR100 SPTSMN: 1. Joe Carrillo; 2. Graham Yates; 3. Brad Rudy.

XR100 MOD: 1. Eric Carrillo; 2. Tony Rose; 3. Harold Raggio.

CLSC 250 VINT: 1. Nick Theroux; 2. Ken Thiebaud; 3. Tom Horton.

SPTSMN 250 VINT: 1. Dana Perri; 2. Matt Gomez Jr.; 3. Ted Jaime.

SPTSMN 600 VINT: 1. Matt Gomez; 2. David Morgan; 3. Robert Cunningham.

SPTSMN 250 MDRN: 1. Fred Poli; 2. Matt Gomez Jr.; 3. Tom Horton.

SPTSMN 600 MDRN: 1. Tom Horton; 2. Anthony Giammanco; 3. Brandon Carnahan Jr.

VINT 40+: 1. Dana Perri; 2. John Proto; 3. Matt Rohr.

MDRN 40+: 1. Dennis Cameron; 2. James Mahar; Sr.; 3. Paul Peirol.

VINT MDRN 50+: 1. Thomas Booth; 2. Eric Turner; 3. Nick Theroux.

VINT 60+: 1. Larry Madrigal; 2. Hank Cosio; 3. Bill Verbicio.

80 INVIT: 1. Matt Gomez Jr.; 2. Frankie Lane; 3. Stewart Barber Jr.

XR100 PRO: 1. Rod Spencer; 2. Kenny Weddingfeld; 3. Tony Alves.

250: 1. Robert Cunningham; 2. Steven Arena; 3. Robbie Cadwallader.

SPDWAY: 1. Matt King; 2. Mike Faria; 3. Billy Janniro.

LEGENDS: 1. Kenny Roberts; 2. John Gennai; 3. Rick Hocking; 4. Bobbie Cunningham; 5. Eddie Mulder; 6. Joe Henry; 7. Nick Theroux; 8. Dave Bostrom; 9. Terry Sage; 10. Mike Yarn; 11. Keith Mashburn; 12. Jimmy Filice.

PRO 600 DASH: 1. Ronnie Brown; 2. Jimmy Sanchez; 3. Kevin Bricker.

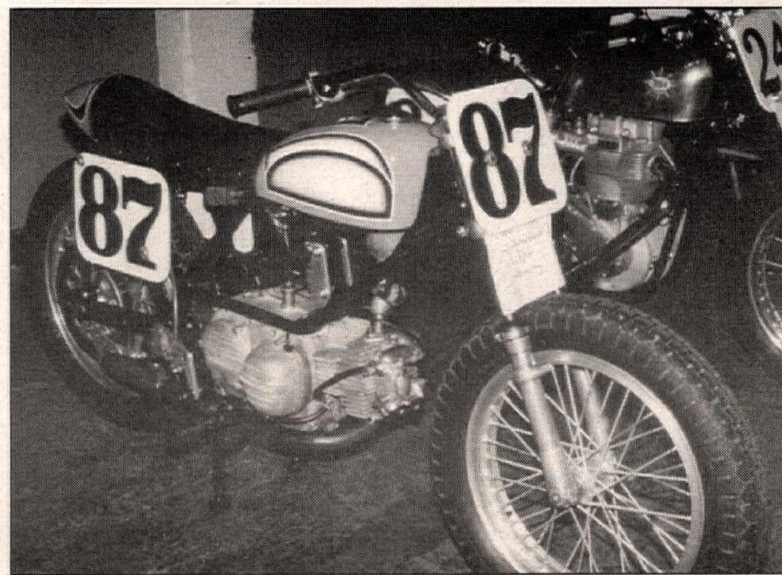
PRO 250/VINT: 1. Rob McDonnell; 2. Matt Proto; 3. Matt Gomez.

PRO 600: 1. Rob Damron; 2. Brett Landes; 3. Steve Johnson; 4. Bobbie Cunningham; 5. Matt Proto; 6. Paul Bergstrom; 7. John Hlebo III; 8. Fred Faltermack; 9. Jesse Kreyling; 10. Paul Iwanaga; 11. Paul Sanburn; 12. Eric Rickman; 13. Jesse Sanchez; 14. Troy Rose; 15. Beau Brown.



(Left) Jimmy Filice came out of retirement long enough to compete at the Cow Palace. Filice was looking good in the Legends final until Gennai bumped him to the ground. Filice got up and finished last.

(Right) A classic race-bike show was part of the festivities at the Cow Palace. This "Jim Belland Special" Sprint is owned by Cary Buck. Fans will recognize the National number of another well-respected Nor Cal dirt tracker, Mark Brelsford.



Smith back on track



Team Suzuki's Rodney Smith picked up his first win of the GNCC Series at Clarksburg.

Photo by Geoff Meyer

CLARKSBURG, WV, APR. 25

Team Suzuki's Rodney Smith, the defending AMA Grand National Cross Country Series Champion, finally found the speed and rhythm that carried him to the 1998 title and came away with the win at the Wilderness GNCC in Clarksburg, West Virginia. The win marked Smith's first victory of the five 1999 series events held thus far.

"I finally had the right bike, the right setup, the right everything," said Smith. "I've been struggling to put it all together, and today was the day it finally happened. It's funny, because the Wilderness is the same race that I got it all together last year, and I had a great sea-

son from there on out. Hopefully, I can keep it all going this year, too."

Team Green's Fred Andrews finished second in West Virginia, 51 seconds behind Smith, though the race was much closer than the final cushion shows.

"It was a good race and I was right there the whole time, but Rodney rode smart and strong," said Andrews, "especially at the end. In this kind of racing, you have to ride 100 percent the whole time if you want to win, and Rodney did that."

Smith was forced to battle not only with former series champion Andrews but also with teammates Steve Hatch, who finished third, and Paul Edmondson. Edmondson was in contention for the win until he tagged a tree while dicing with Smith in the last hour and was

forced to back it down a notch. Edmondson finished fifth overall, as defending AMA National Hare Scrambles Champion Doug Blackwell finished a season-best fourth overall on his Yamaha.

"We've all been a little bit under the gun because the pressure is really on," said Hatch. "A lot of things are expected of Team Suzuki this year, and maybe that's been getting to me a little bit. Even today, I was pumped up at the beginning after I made a mistake off the start, but once I settled down, I was really pleased with how I was able to ride. Who knows? With a better start, maybe I would be the guy with the win instead of the one who finished third."

Noticeably absent from the West Virginia event was early pace setter Shane Watts, the KTM-mounted Australian

upstart who won three of the first four events and finished second in the other. Watts was forced to skip this round of the series in order to fulfill his obligations on the FIM World Enduro circuit. The GNCC points structure calls for a rider's best nine finishes of the 13 series rounds to count for the overall championship. With his lightning start, Watts was able to sit out the Clarksburg round without it costing him too much ground in the big picture.

Also absent was five-time GNCC champ Scott Summers, who is recovering from a broken leg he suffered last month while practicing.

The current points standings now has Hatch in the lead with 80 total points, followed by Watts' score of 79. Watts' KTM teammate Mike Lafferty continues to impress the cross country regulars. The two-time AMA National Enduro Champion was sixth overall in West Virginia and holds down a solid third in the points standings with 77. Smith holds fourth with 73 total points, while Andrews rounds out the top five with his tally of 71.

The Wilderness course was set up on the grounds of a popular central West Virginia water park and camping ground. The trail measured just over nine miles and offered a good mix of woods, hills and open riding. Heavy rains the days prior to the race made for a muddy amateur event on Sunday morning, but the weather was clear and the ground tacky for the start of the three-hour-long main event on Sunday afternoon.

Smith found himself at the front of the field just after the dead-engine start, with Team Green/Andrews Racing-backed Andrews and Jim Jarrett tucked in behind him. At the end of the 21-rider Pro-class pack rode Hatch, who got an unusually bad start.

"I got a little off balance on my kick and the back end spun out," Hatch later said. "I was dead last, and it took me two laps before I even broke the top 10. I was having a hard time settling down out there."

At the end of the first lap, which measured just two seconds less than 29 minutes, the number-one Suzuki of Smith led Andrews' Kawasaki by three seconds. Jarrett was right on Andrews' fender, with Suzuki's Edmondson just as close to Jarrett in fourth. Doug Blackwell held down fifth, followed by Lafferty and Ohio's Robbie Jenks. Jarrett would not last long; he had problems on the second lap and dropped out of the running.

The front-runners battled with one another throughout the middle stages of the race, with Smith in control for the most part. However, as the race entered the fourth of six total laps, Smith's Suzuki teammate Edmondson went on a tear, pulling off one of the fastest laps of the day as he rocketed past everyone and into the lead. But it would be short-lived, as Smith fought back, and Edmondson touched a tree and went down hard.

"I just got too close and it threw me right down," said Edmondson. "I hit so hard that at first I thought that I had bent the plate that I have in my arm. I was able to ride it in, but it was painful, that's for sure."

When the white flag came out for the final lap, Smith had a cushion of 10 seconds on Andrews. Hatch was another six seconds back. Then the limping Edmondson came through at a deficit of 53 seconds. Lafferty finished fifth, ahead of Blackwell, a minute and a half behind the leader. At the checkered flag, Smith was comfortably ahead of Andrews, followed by Hatch, West Virginia's own Blackwell, and Edmondson. It marked the first win of the series for both Smith and Suzuki.

CN

Wilderness 100
Clarksburg, West Virginia
Results: April 25, 1999 (Round 5 of 13)

- O/A:** 1. Rodney Smith (Suz); 2. Fred Andrews (Kaw); 3. Steve Hatch (Suz); 4. Doug Blackwell (Yam); 5. Paul Edmondson (Suz); 6. Michael Lafferty (KTM); 7. Robbie Jenks (Yam); 8. Randy Hawkins (Yam); 9. Chuck Woodford (Kaw); 10. Joel Dengler (Suz); 11. Jason Raines (Kaw); 12. Barry E. Hawk Jr. (Yam); 13. Steve McSwain (Kaw); 14. Scott McLaughlin (Yam); 15. Shawn Reed (Hus); 16. Stephen Edmondson (Kaw); 17. Steven Gordon (Yam); 18. John Bennett (Yam); 19. Andy Shea (Suz); 20. Blair Bersano (Suz).
- 200 A:** 1. John Bennett (Yam); 2. Kelvin Hull (Yam); 3. Joey Ambrosini (Kaw); 4. Robert Hudnall (Suz); 5. Aaron Johns (Kaw).
- 200 B:** 1. Joshua Knapp (Kaw); 2. Mike Ross (Yam); 3. Todd Morrow (Kaw); 4. Thomas Derby (Suz); 5. Seth Patton (Suz).
- 250 A:** 1. Chuck Woodford (Kaw); 2. Steve McSwain (Kaw); 3. Stephen Edmondson (Kaw); 4. Steven Gordon (Yam); 5. Andy Shea (Suz).
- 250 B:** 1. Brad Hamrick (Yam); 2. Marty Aloisio (Yam); 3. Gary Fridley (Suz); 4. Brian Noffz (Kaw); 5. Bill Farmer (Kaw).
- 4-STRK A:** 1. Darius Lattea (Yam); 2. Harvey Whitaker (Kaw); 3. Marty Michels (Hon); 4. Bryan Desimone (Yam); 5. Stacey Clark (Yam).
- 4-STRK B:** 1. Jeff Melik (Yam); 2. Michael Decherd (Hon); 3. Phillip Hughes (Kaw); 4. David Reagan (Suz); 5. Brice Kriebel (Yam).
- OPEN A:** 1. Dave Gunn (Hon); 2. Ronald Palermo (KTM); 3. Jason Jarvis (Suz); 4. Chad Coon (KTM); 5. Mark Adkins (Kaw).
- OPEN B:** 1. John Rentschler (KTM); 2. Brian Sovak (Hon); 3. Ryan Barrett (KTM); 4. Kris Aldridge (KTM); 5. Terry Hartman (KTM).
- PRO:** 1. Rodney Smith (Suz); 2. Fred Andrews (Kaw); 3. Steve Hatch (Suz); 4. Doug Blackwell (Yam); 5. Paul Edmondson (Suz).
- SR (40+) A:** 1. Tim Shephard (Yam); 2. Jeff Bonasera (Kaw); 3. Mike McCarren (Yam); 4. Mike Johnston (Hon); 5. Joe Hull (Yam).
- SR (40+) B:** 1. James Vicheck (Yam); 2. Bob Hudnall (Kaw); 3. Andrew Wells (Hon); 4. Michael Schwartz (Suz); 5. Larry Black (Hon).
- VET (30+) A:** 1. Rodney Judson (Hon); 2. Tony Taraborrelli (Yam); 3. Jeff Murgel (Kaw); 4. Gene O'Neil (Kaw); 5. Clark Munger (Suz).
- VET (30+) B:** 1. Gary Johnson (KTM); 2. Scott Fontaine (Kaw); 3. David Sheehan (Hon); 4. Tom Carpenter (Hon); 5. Lionel Asselin (Hon).
- 125/200 C:** 1. Brian Melik (Kaw); 2. Thomas Grogg (Yam); 3. Eric Spencer (KTM); 4. Brian Radford (Hon); 5. Billy Miller (G-C).
- 250/OPEN C:** 1. Michael Denison (Suz); 2. Jason Ross (Hon); 3. Justin Melhaney (Kaw); 4. Mark Brooks (Kaw); 5. Len Kapton (KTM).
- 4-STRK C:** 1. David Mihalko (Hon); 2. Todd Eaton (Kaw); 3. Noel S. Cook (Yam); 4. David Riel (Hon); 5. Bryan Kennedy (Yam).
- AM O/A:** 1. Terry Mealer (Yam); 2. Wayne Beatty (Yam); 3. Harry Greenlee (Yam); 4. Michael Denison (Suz); 5. Jason Ross (Hon); 6. Justin Melhaney (Kaw); 7. Frank Erbe (Yam); 8. Mark Brooks (Kaw); 9. Brian Melik (Kaw); 10. Len Kapton (KTM); 11. Ronald Hartman (KTM); 12. Daryl Gentry (Yam); 13. Eric Hone (Suz); 14. Thomas Grogg (Yam); 15. David Powell (Hon); 16. Eric Spencer (KTM); 17. George Popelas (Yam); 18. Terry Flynn (Hon); 19. Shawn Downing (Hon); 20. Brian Radford (Hon).
- SR (40+) C:** 1. Bradley Kokowsky (Yam); 2. Douglas Noll (Hon); 3. Rodney Frecker (Hon); 4. David Diatri (Kaw); 5. Marty Thacker (Kaw).
- S/SR:** 1. Terry Mealer (Yam); 2. Wayne Beatty (Yam); 3. Harry Greenlee (Yam); 4. Frank Erbe (Yam); 5. Terry Flynn (Hon).
- VET (30+) C:** 1. Ronald Hartman (KTM); 2. David Powell (Hon); 3. Rick Parsons (Hon); 4. Richard White (Yam); 5. Mark Willman (Suz).
- MINI INT (12-13):** 1. Justin Dyke (Kaw); 2. Brandon Maxwell (Kaw); 3. Joshua Gaitten (Suz); 4. Tim Myers (Hon); 5. Travis Green (Kaw).
- MINI JR:** 1. D.R. Atwood (Suz); 2. Christopher Bach (Kaw); 3. Tony Hall (KTM); 4. John Ayers (Kaw); 5. Thad Duvall (Kaw).
- MINI SR (14-15):** 1. Joshua Whisnant (Hon); 2. Eric Noel (Hon); 3. Chad Tallman (Kaw); 4. Joey Jenkins (Kaw); 5. Michael Teeter (Kaw).
- YTH O/A:** 1. Joshua Whisnant (Hon); 2. Eric Noel (Hon); 3. Chad Tallman (Kaw); 4. Joey Jenkins (Kaw); 5. Michael Teeter (Kaw); 6. D.R. Atwood (Suz); 7. Aaron Johnson (Suz); 8. Drew Eggleston (Kaw); 9. Justin Dyke (Kaw); 10. Brandon Maxwell (Kaw); 11. Joshua Gaitten (Suz); 12. Tim Myers (Hon); 13. Christopher Bach (Kaw); 14. Tony Hall (KTM); 15. Dusty Clayton (Kaw); 16. Josh Patton (Kaw); 17. David Herb (Kaw); 18. Jennifer Shultz (Kaw); 19. C.W. Pitsenbarger (Kaw); 20. John Ayers (Kaw).
- WMN:** 1. Jennifer Shultz (Kaw); 2. Julie Prather (Hon); 3. Dawn Silvia (Kaw); 4. Bonnie Hamrick (Yam); 5. Sandra Cummings (Suz).
- GRAND NATIONAL CROSS COUNTRY SERIES POINT STANDINGS (After 5 of 13 rounds):** 1. Steve Hatch (80); 2. Shane Watts (79/3 wins); 3. Michael Lafferty (77); 4. Rodney Smith (73/1); 5. Fred Andrews (71); 6. Paul Edmondson (53); 7. (TIE) Randy Hawkins/Robbie Jenks (51); 9. Barry E. Hawk Jr. (49); 10. Joel Dengler (43).

Upcoming Rounds:
 Round 6 - Brownsville, Pennsylvania, May 23
 Round 7 - Boyers, Pennsylvania, June 6



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Larry Pegram returns to Fast By Ferracci to take his first Superbike win at Willow Springs in round three of the '99 AMA Superbike Series.

Photo: Brian J. Nelson

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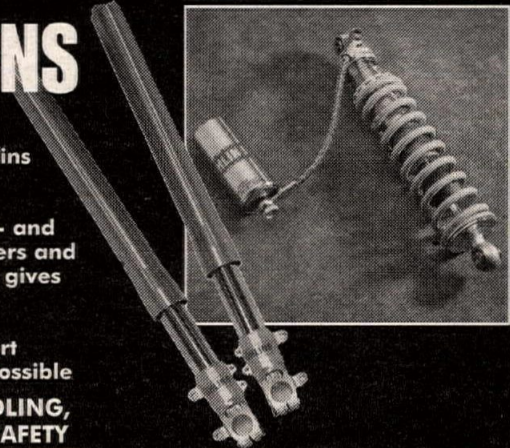
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Edmondson excellent again



(Left) Paul Edmondson leads Tim Taber and Matt Stavish late in the first lap. Edmondson went on to score his second Moose Run win.

(Top) Though Fred Andrews (2) led off the start, Mike Sampson (7) quickly stole the lead - but he got stuck in the mud. Andrews went on to finish second.

(Above) Ty Davis made his Moose Run debut and finished third after getting stuck in the mud.



By Mark Kariya

FENTON, IL, MAY 2

Could a British world traveler find happiness in the heart of America?

Evidently so, as Paul Edmondson took the \$1000 offered from the \$2500 Pro purse following his win at the fifth annual Moose Run. This was his second Moose Run win in a row.

In what is billed as "America's Tuffest Race," this year's three-lap, 32-mile-per-lap race was somewhat less challenging than previous events, but it still took the winner more than four hours and 20 minutes to complete the 96-mile race. And of the approximately 270 racers that entered, only 17 finished.

The race also marked the first of five rounds of the new Parts Unlimited Off-Road Championship Series. The 100-miler series will visit courses in Min-

nesota, Wisconsin and Missouri before returning to Fenton for the 23rd annual Illinois Cross Country Championship - essentially the late-autumn (and original) version of the Moose Run.

While the race through the "timbers" - as promoter Bill Gusse of the United Off-Road Racing Association calls the comparatively small woods sections nestled between cornfields - may have been less taxing than last year's muddy event, Edmondson still utilized the same strategy.

"I rode virtually all the race with Fred Andrews," the three-time World Enduro Champion revealed. "We just helped each other and just used our heads. They say in mud races, it's not won on the first lap. We kind of trail-rode the first lap. About halfway through the second lap, we picked up the pace and dropped maybe 30 seconds. The last lap, we left the pit

together, and I kind of made a stupid mistake: I didn't jump the mudhole near the pit properly. I crashed and got my gloves wet. My friend got a clean pair of gloves for me, so he came running over and helped me out. That made a big difference, because when I actually got going, I could feel all the controls and everything. I caught back up to Fred and we started riding together again. Then I think Fred's back brake went out. I just kept going. My front brake actually kept going out as well."

The start of the race saw Team Green's Andrews kick his KX250 to life and jump into the woods quickest, though he conceded the point to Mike Sampson and his TM 250 within two miles.

"I just got the start and let everybody go," Andrews said. "I was in no hurry."

Later on, Andrews found himself in a predicament.

"I got stuck on a hill," he related, "and Paul stopped, got off his bike, came down the gully and helped me get it out. So we just rode together like we did last year and weren't really worried about who was ahead of us. We weren't worried the first lap what was going to happen, because this race is way long."

A suspected blown master cylinder thwarted Andrews on the last lap, however, leaving him without a rear brake.

"Then I just started going as fast as I could in the woods," he said. "Luckily, the ruts are so deep, you don't need brakes, but when you get out to the roads, that's when you need 'em. Ty (Davis) rode with us for a while. He was first, actually; then he pulled over and waved me by, so I took over the lead. I got through a creek, and he got stuck. Then Paul got through it."

Andrews went on to describe the course.

"It was not as tough as last year," he said. "The mudholes were still bad, but the trail itself was so good. Last year it was so deep and so rutted; you fought and fought and fought. Today, you could actually rest. But when you came to the mudholes, they were still bottomless. There were people out there stuck up to their handlebars."

Andrews picked up the \$500 runner-up prize for the second time in a row.

Making his Moose Run debut, Yamaha YZ250-mounted Ty Davis said before the race that he wished he had a 125 available, but he did take advantage of the 250's power more than once.

"The first two laps were a lot of fun," he said. "There were like six of us going

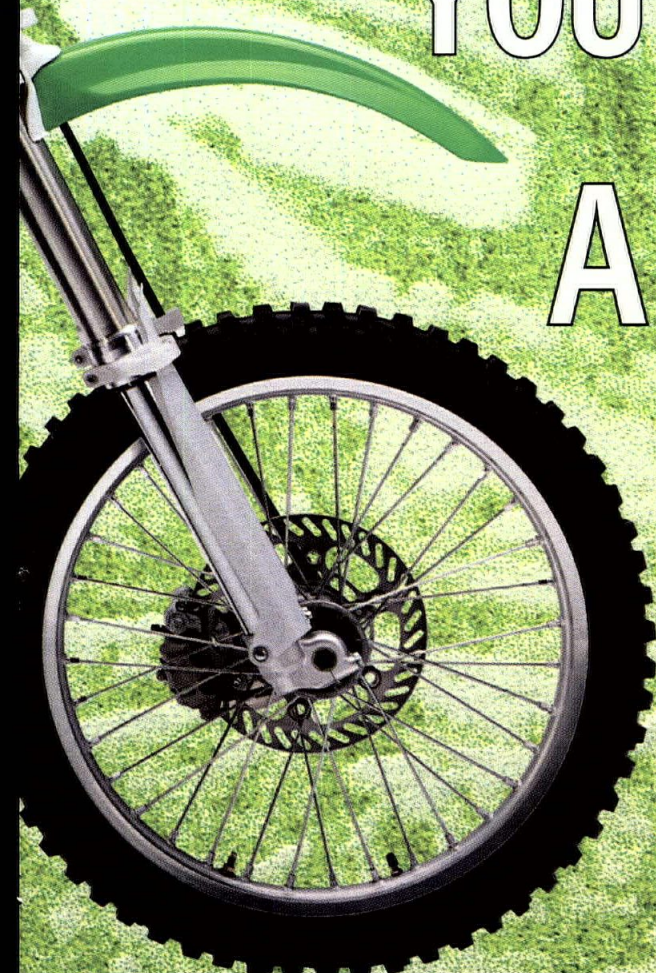
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back and forth for the lead. I was just taking my time. I was in no hurry to lead. I led a little bit, and everyone just keys off you. It's really hard for me to read the terrain in the trees; I'm just not used to picking trails and stuff. Everything was going good. Then I went off the side of this hill. There was a stick sticking up at me and it caught me. The bike fell down, but I was stuck there. It harpooned me in the chest protector. I got up, but Edmondson and Andrews broke away. (It's) my first time here; I don't know where to cross those mudholes. It's gnarly. Once I lost their pace, the whole time I thought somebody would be right behind me, catching me. Everything was going good until I started making mistakes and had to lift the bike out of holes."

For finishing third, Davis earned \$250 from the purse.

Early leader Sampson ended up fourth.

"I knew not to push while leading early," he said. "When we got done with the first lap, I wasn't really sweating. I was loose and relaxed. I was ready to go for the last two laps, but I got stuck."

Team Green racer Jeff Fredette, winner of the first three Moose Runs, took fifth on his KDX220. The second lap found him pitting to change the rear-brake system after barbed wire ripped the brake line. It cost him about 10 minutes in the pits, and he was the final rider to complete the course in less than five hours.

"Typical," the 41-year-old rider said of the mishap. "Anything could happen here. You just keep forward momentum going, and you'll do okay. It gets harder and harder to keep up with the kids." **CN**

Moose Run
Fenton, Illinois
Results: May 2, 1999 (Round 1 of 5)

O/A: 1. Paul Edmondson (Suz); 2. Fred Andrews (Kaw); 3. Ty Davis (Yam); 4. Mike Sampson (TM); 5. Jeff Fredette (Kaw); 6. Larry Sullivan (Hon); 7. Kirk Foster (Yam); 8. Phil Converse (Pra); 9. Jesse Klimek (Yam); 10. David Campbell (Hon).

Briefly...

Moose Run first-timer **Ty Davis** said of the trails: "It's like doing a Six Days event trail section where it's hard, but it's makable. Then, the last lap, it was almost unmakeable."

Local racer **Tim Taber** ran with the lead pack until he lost a contact lens. "I can't see at all without 'em," he said. He eventually replaced it when he got back to the pits; then, right away, he ended up drowning his YZ250 in a mudhole. "But I had fun," he said. "It was a lot of fun riding with these guys."

Minnesota's **Matt Stavish** tipped over while running fourth on the last lap, breaking his Honda CR250R's radiator. As a result, he was unable to finish the race.

Mike Lafferty raced a couple of miles before jamming his thumb. He opted to pack it in early rather than risk further injury.

Dick Burleson had a top-10 finish in the bag until he got stuck in a mudhole less than two miles from the finish. "I was too conservative," he said. "I was tired and didn't want to get stuck, and I ended up getting stuck." The eight-time AMA National Enduro Champion finally extricated himself and finished 11th on his KTM 200.

Local rider **Phil Converse** raced a Praga ED250 to eighth overall in what was the bike's first major race in the United States. The Praga is built in the Czech Republic, and it was the manufacturer's primary goal just to finish the Moose Run, which it obviously did.

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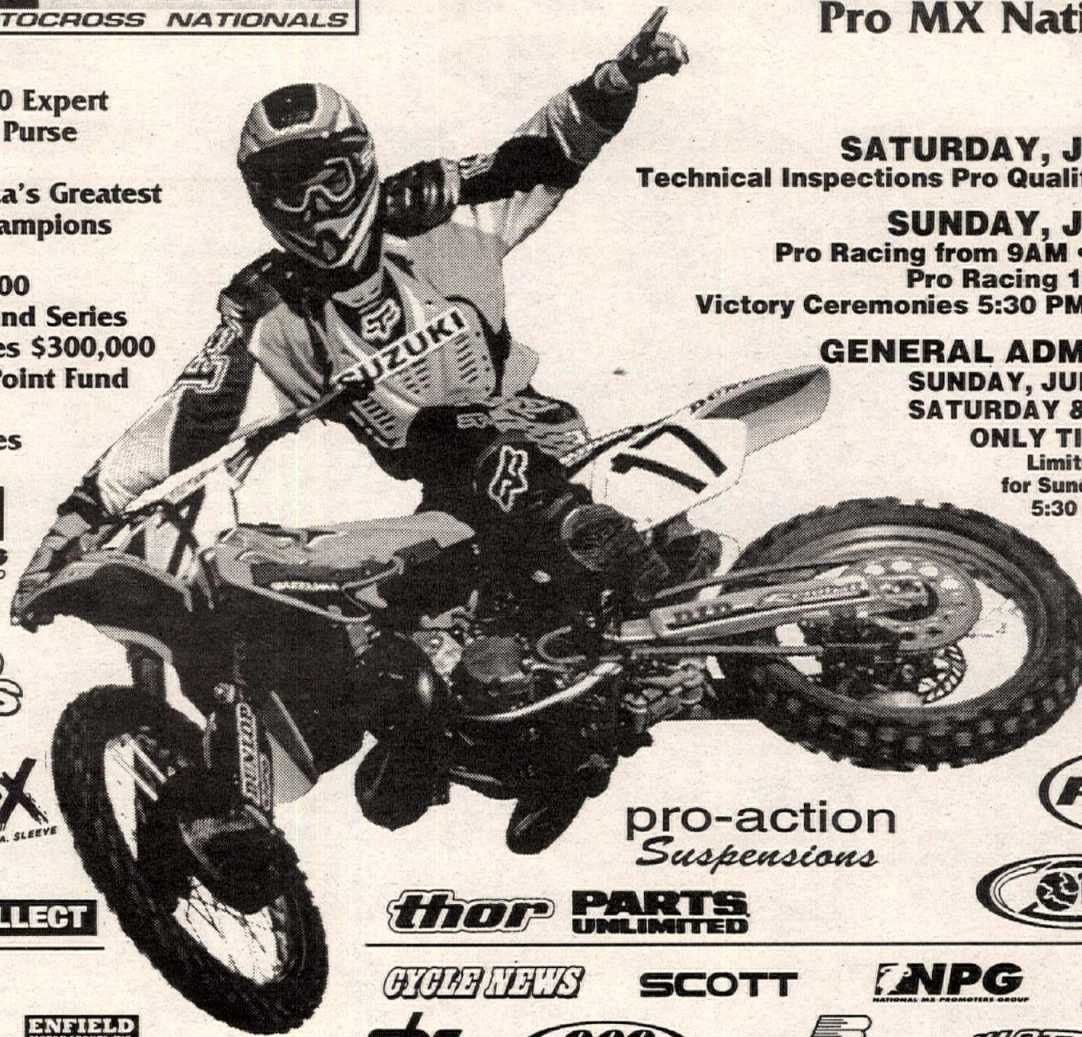
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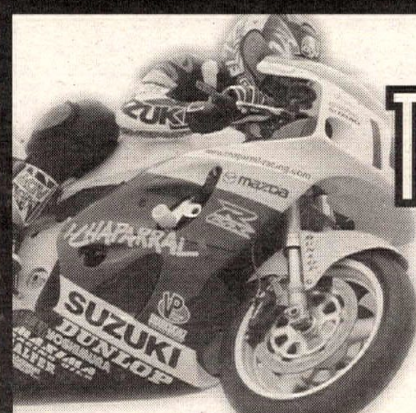
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Laguna Seca Raceway, May 1, 1999

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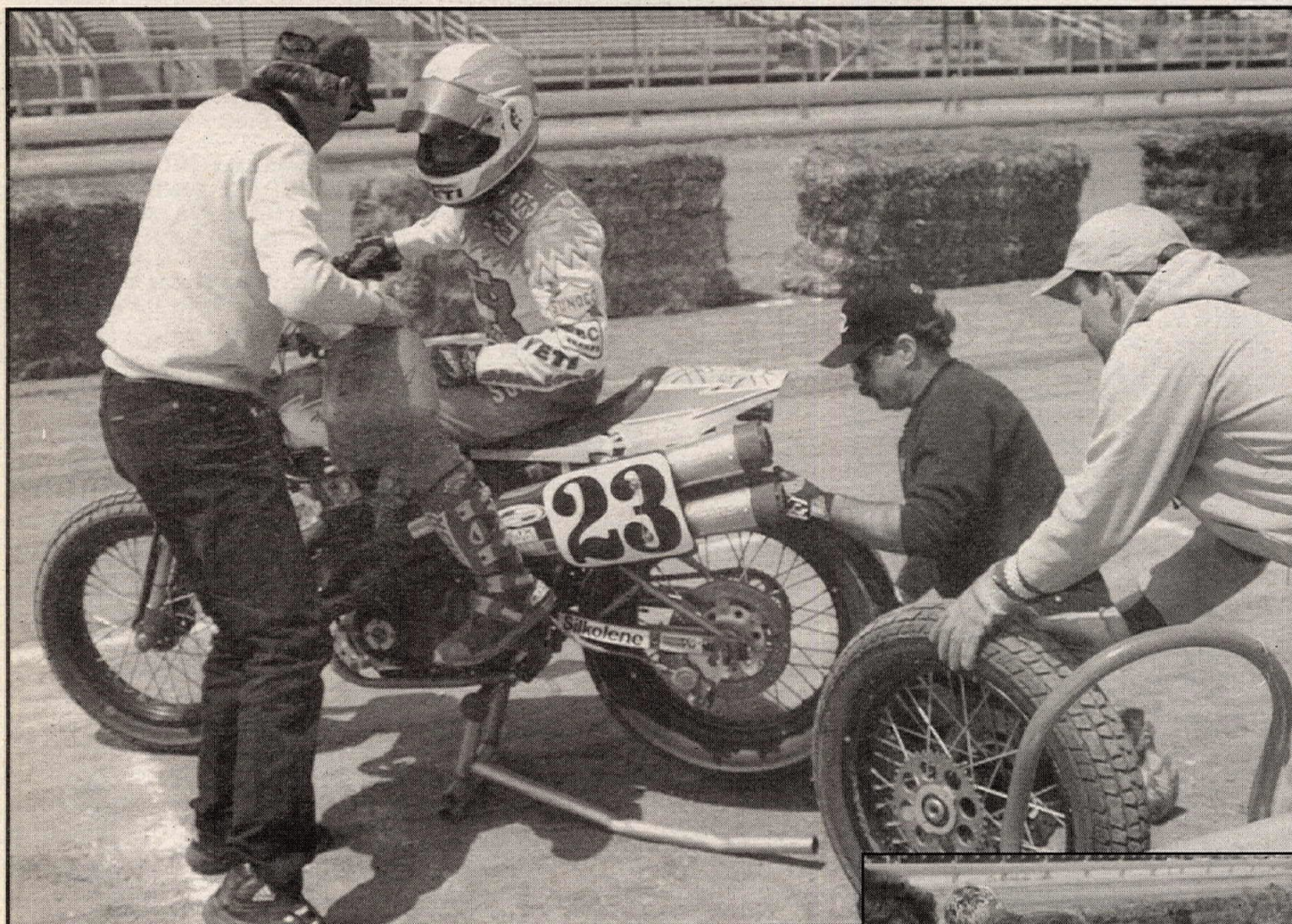
Once again, it was Chaparral Suzuki's Tom Kipp who made it look easy by running out front for most of the race in the 750cc Supersport class. Only 5 races into the series, it looks like Tom might be just too tough to catch—but what do you expect from someone who's lubricated by the best oil on the planet? *Maxima!*



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TESTING... TESTING... 1...2...3



By Dave Hoenig
Photos by Flat Trak Fotos

DU QUOIN, IL, APR. 24

The Illinois Motorcycle Dealers Association is striving to bring the Du Quoin "Magic Mile" back to its former glory by attempting to produce a show that will give race fans more bang for the buck.

"This is a beautiful facility and a great race track, but since we (the IMDA) returned racing to the fairgrounds, we've lost money," IMDA president Tim Coziahr said. "If we can't make a go of it in the next two years, it'll be history."

With this in mind, IMDA officials plan to add a special 50-mile, \$50,000 program to complement the AMA Grand National motorcycle races on the weekend of July 24-25. In addition to the Saturday AMA Grand National (presented by Drag Specialties) and its 25-mile final, on Sunday fans will have the opportunity to see the first 50-miler since 1966, when Gary Nixon won the Springfield 50 on a Triumph. Many of the stars of the AMA Grand National circuit are expected to compete on both days. It will be a weekend full of entertainment on the Du Quoin State Fairgrounds, as the musical band Deluxry will perform in concert Saturday night.

(Above) Tom Cummings (left) handles the gas, while other TCR crew members work on a quick tire change for Kevin Atherton during a mock pit stop at the Du Quoin 50-miler test at the Du Quoin State Fairgrounds. If all the logistics can be agreed upon, the 50-miler will take place the day after the Du Quoin Mile Grand National, July 25.

(Right) Nine-time AMA Grand National Champion Scott Parker (right) offers commentary to AMA dirt track manager Bruce Bober (left) as Chris Carr (left center) and IMDA president Tim Coziahr listen in.

Many of the riders at the test offered a tenuous approval of the event. Several logistics still need to be ironed out.

Camping will also be available on the grounds Friday and Saturday night.

"We are proud to renew the 50-miler tradition at Du Quoin," Coziahr said. "With the Springfield Mile hosting two Grand Nationals and the Hall of Fame race, we wanted to do something special at Du Quoin for the race fans. We would like to invite everyone to enjoy the AMA Grand National on Saturday, the Deluxry concert Saturday night and the rebirth of the 50-miler on Sunday. This is going to be a spectacular racing weekend."

In 1966, when Nixon captured Springfield, pit stops were an emergency thing only, but they won't be for

des, Johnny Murphree, J.R. Schnabel, Bryan Bigelow and surprise test rider Kevin Atherton made up the small but talented group that would help the IMDA determine the proper course of action for the 50-miler.

The riders tested early to come up with the proper configuration of the pit lane before running several mock races that included pit stops, yellow flags, pace vans, red flags and flying restarts.

"I think the riders all took this very serious, and I think we were able to address all their concerns," Coziahr said. "They all had a lot of input, and they seem to be real happy with all our changes. We (the IMDA and AMA) feel our main problem will be in scoring the race. This is a totally unique situation, but I think we can work it out. If we can, I think the race will definitely go on."

"We've gotten a lot of feedback from the riders and our scoring staff," AMA dirt track manager Bruce Bober said. "I think there are still some more changes needed - our two main concerns are rider safety and the scoring of the race. The pit stops are a major problem in both areas. We've taken a lot of notes, and now it's up to Merrill (Vanderslice, AMA Pro Racing director of competition) and me to come up with some answers to make this work."

In the mock races, the two fastest teams were the TCR and Sacramento Harley-Davidson teams of Atherton and Carr. Both ran in the low-40-second range. But even with near-perfect stops, the rider would lose about a lap and a half. Harley-Davidson factory rider Scott Parker was somewhat optimistic but uncommitted to the event's success.

"I think it can come together; I think it has possibilities," Parker said. "It's hard to tell if the changes we made today will really work without a lot more people doing it (the testing). There is going to be a certain amount of criss-crossing (entering and exiting the pits) no matter what."



this event. The modern-day machinery that the American Motorcyclist Association's Grand National stars ride burn up tires far too quickly to safely last for 50 miles, so a mandatory pit stop has been proposed to take place between laps 20 to 30, where teams must change the rear tire and refuel.

This unusual concept prompted the AMA to call for a test session at Du Quoin to test the feasibility of such a large project. On April 24, the track was opened up to all Grand National-licensed riders for free testing. Sadly, just seven riders showed up with their 750s. Scott Parker, Chris Carr, Brett Lan-

One surprising fact was the quickness with which the racers returned to full speed from their pit stops.

"I think by the time you get to the middle of the corner, you're up to speed," Parker said. "The one thing I really feel that it needed is the barrier between the pit exit and the racing surface. If someone would slip off pit lane into the racing line, I think it could be a disaster."

Parker's longtime tuner, Bill Werner, was less than sold on the idea, but for other reasons.

"I don't know how the fans are going to know who's doing what," Werner

said. "The announcer won't know the scores - maybe some of them will, some of them won't; the flag man won't know. The people are going to be sitting there wondering who's ahead, who's behind. That's not entertainment."

When asked about the mechanical problems that might occur, Werner added: "I think these bikes will last 50 miles; they used to run 200 at Daytona. We've run two 25-milers back to back on the same bike. It wouldn't be a problem."

The surprise of the test was the return of Kevin Atherton on Tom Cummings' TCR Harley. Atherton looked very comfortable and was very interested in making the test successful.

"I think it's very feasible; we've just got to get all our ducks in a row," Atherton said. "We've got 'em all together now. We just need to put them in line. The first one is going to be a shake-down. Sure, there are going to be problems, but the following year it will be more perfected. It's going to take a lot of common sense from the riders, which we all pretty much know what's going on. It'll be fun. I'm looking forward to it."

Tommy Cummings was ready to give it a shot after performing his pit-stop duties as the gas man.

"T.C. spilled gas on me every time - we'll have to work on that," Atherton said.

"I'm all for it (the race) if it's safe," Cummings added. "We worked pretty hard on making a quick pit stop, but I've already got plans for things we can change to make it faster. If they decide to do it, we'll be here if we think it's safe. I know the IMDA is putting a lot into making this work. I feel confident that our bikes are up to 50 miles, but this track is a horsepower track, and it will take a lot of it to win here."

Chris Carr offered perhaps the strongest endorsement of the event, offering a historical perspective on the race as well.

"The old-timers are always talking about the 50-miler," Carr said. "This would give us a chance to be a part of that history, too."

Carr showed how serious he was as he blasted in to make his pit stops, and Kenny Tolbert and crew worked feverishly to trim time off each stop.

"I felt, coming into this, that we should be able to figure this out and have a race that is fair and is safe," Carr said. "I think what we did today will accomplish that - at least we now have the tools. We know where we need work. I feel very positive that it would be a 50-mile race that would be good for dirt track racing, and in the end that's the most important thing. I believe it's a very doable thing."

"We learned a lot from the scenarios that we ran today," Carr continued. "I think it would be a fair race. Pit stops are going to be critical. It's going to come down to the guys that do their homework. I don't think a good pit stop could win you the race, but you could definitely lose the race with a real bad one. The way they have it set up, I don't think anyone would gain a major advantage, and I think that's good. We don't want the race won on pit lane. One of the things our sport needs is a little bit of change, and I think that our sport would benefit from an event like this. I sit here and look at all those hay bales lining pit lane, and see a lot of signage that would look good on TV. I think if it goes off well, it can't do anything but help our sport. And if it helps our sport, I'm all for it."

CN

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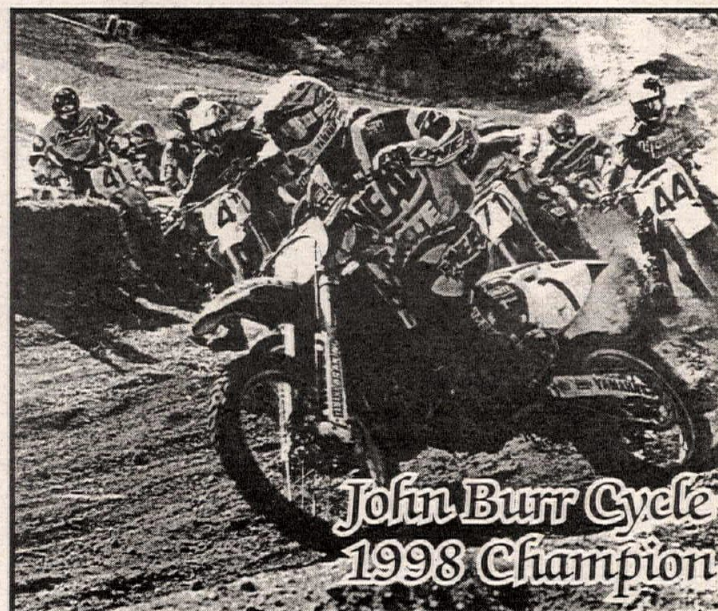
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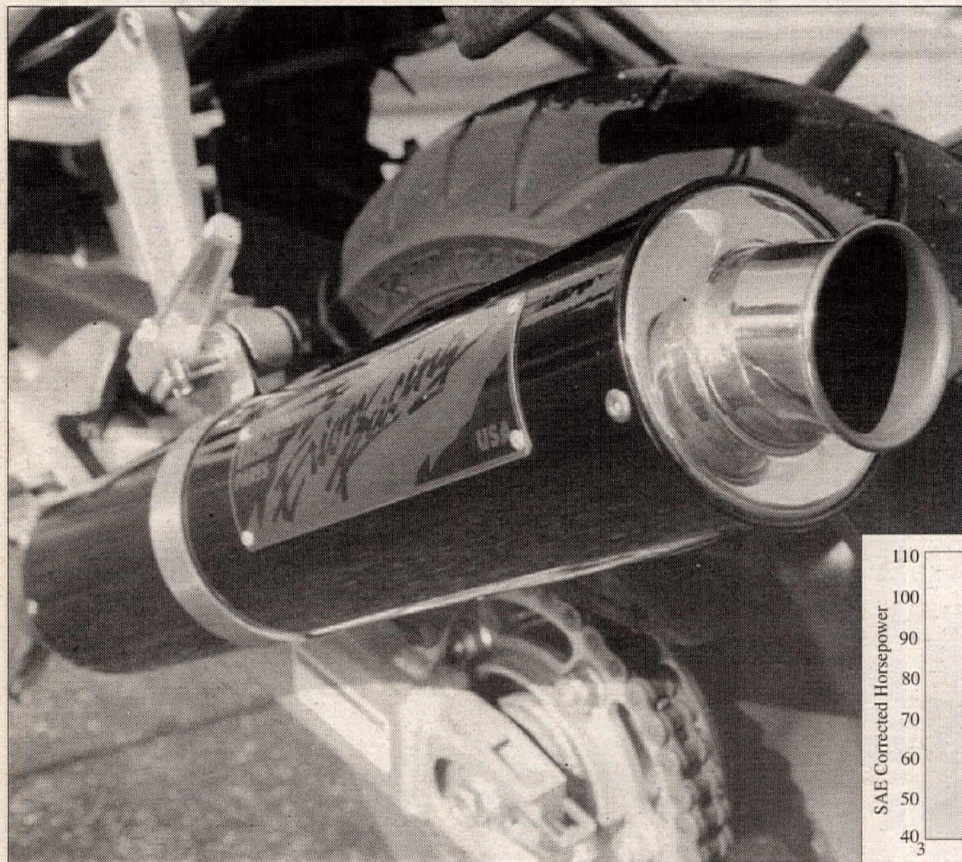
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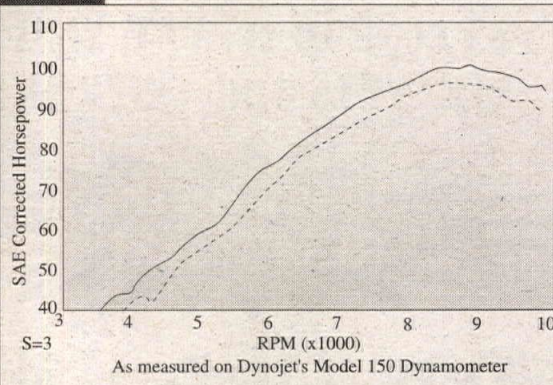
Thunder, in stereo



By Mark Hoyer

Quietly minding my own business on our bright-yellow 1999 VTR1000 tester the other day, a guy on a 900SS idled up next to me at the stoplight and threw me a few revs. Yeah, me and the Honda smoked him to the next light, but his Termignoni-equipped twin definitely won the eardrum Olympics.

No, the stock Honda silencers, while pretty in their polished-stainless finish, just weren't going to do anymore. A call to Kevin Erion and Erion Racing made things right with our VTR. Erion slipped on a pair of free-flowing and soulful-sounding \$499 exhaust canisters, and for good (fuel) measure also added a jet kit



to the big Keihins (\$99). We later installed a K&N oiled-gauze air filter. Estimated installation labor is five hours, and a good shop, such as Erion Racing, will charge around \$65 an hour (um, that's around \$325).

The results were pleasing to the ears - and pants seat. Because in addition to making the big twin sound like a BIG TWIN, the VTR also is freer-revving (with a peak 4-hp gain at 8500 rpm, so 100.7 hp now), with markedly improved throttle response. Horn monos are just a twist away (that's bitchin' wheelies for the Brit-speak impaired).

And the pipes look cool too, with polished T304 stainless inlets and outlets, and spring clips holding them tight to the intermediate pipes. The black powder-coated aluminum canisters are straight through and, while loudish, are not too loud. The jetting is now spot-on, with a nice, pleasing crackle on quick upshifts and a cool burble on overrun.

As far as we're concerned, there's nothing but good here, and after one ride, most testers agree: Desmo, schmesmo.

So now our VTR1000 doesn't just move us more quickly, it *moves* us more quickly.

CN

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Product Evaluation

It doesn't exactly suck



By Scott Rousseau

You may not know it, but the National Off-Highway Vehicle Council is your friend. NOHVCC's many roles in the off-road community could fill an entire page, but the organization's task list includes education, land-use coordination and networking with groups such as the AMA and the motorcycle manufacturers to ensure the continuation of OHV usage in the 21st century.

Rather than depend solely upon benevolent funding, NOHVCC has instead decided to help support itself via the sale of the Fluid Support Technology line of backpacks, fanny packs and personal hydration systems, like the \$78 XSpurt shown here.

Among the several different FST models in the lineup, our XSpurt could definitely be considered as the do-it-all version. The XSpurt features a twin-

zippered main compartment in the middle, with the insulated, zippered pouch for the SportTank water bladder located closest to your back and a QuickStash exterior pocket on the outside for easy retrieval of oft-grabbed goods. Capacity is a healthy 175 cubic inches. Like the rest of the line, the XSpurt utilizes FST's unique TorsoPac design, which places a flexible plastic rod above the Coolmax shoulder straps and stresses the pack so that it places most of the weight around your waist when the XSpurt is properly locked in place via its plastic lock buckles. The XSpurt can be worn with or without shoulder pads.

The baffled SportTank bladder is another item that is unique to FST products. Boasting an 82-ounce capacity, the bladder utilizes a roll-up top rather than a cap or a push-in plug for easier filling and cleaning. FST's Screamer Valve is also designed to provide max flow through the larger-than-standard feed line.

So did we like it? Yes and no. After taking the XSpurt for a 300-mile spin in the Mojave Desert, we appreciated the fact that the XSpurt's heavy-duty construction is designed to withstand the rigors of off-road riding and racing while only weighing in at 21 ounces, making it an ideal pack for mountain-bikers and hikers as well. The strapping system definitely takes the weight off your back just as promised, making it easier to go long distances without feeling like you have an anchor between

your shoulder blades. All of the pockets are easy to open, and we managed to stuff a lightweight riding jacket into ours, along with tools, wallets, etc., with no problem.

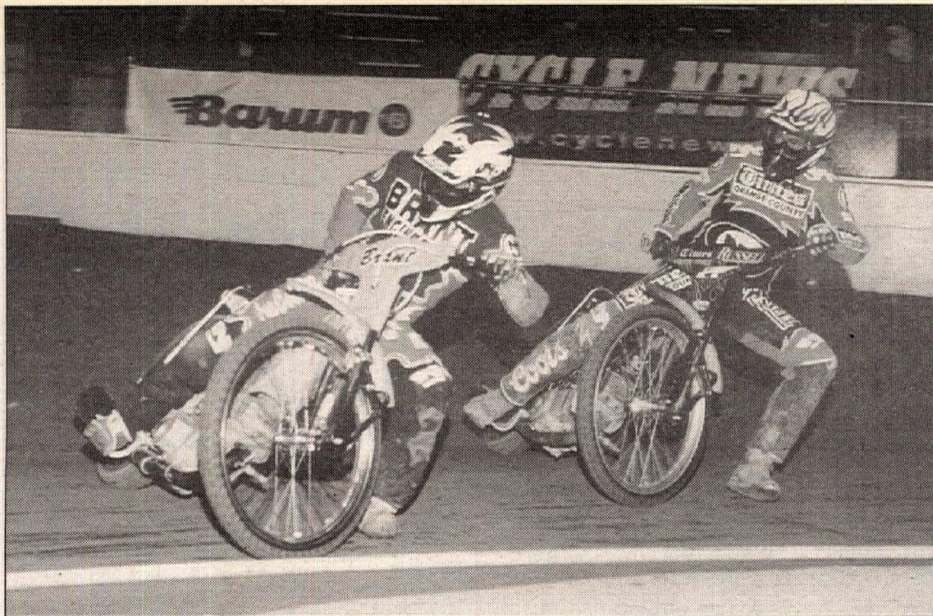
Unfortunately, we didn't dig the hydration system quite as much. While the SportTank raises the bar of bladder design to new heights, the Screamer Valve fails to keep up with the package. We experienced difficulty with the valve when attempting to sip water while on the trail. Unless the valve is placed just so, all you get is air instead of water. Yet when the valve is set so that it will flow correctly, it leaks all over the place, seemingly not stopping until it empties the contents of the bladder on the ground. We know it's not a fluke, because we've had three FST valves do the same thing to us now. Your best bet is to go to your nearest mountain-bike store and buy a proper-sized bite valve and O-ring from another manufacturer. That should solve the problem.

All in all, we would like to see FST correct its leaky-valve problems before wholeheartedly recommending the XSpurt. As a pack, it offers excellent durability, portability and comfortability, but the hydration system needs work, and that's something to consider when shelling out your hard-earned dough. Just remember that there is a good cause involved here. That has to be worth something.

CN

NOHVCC

4718 Taylor Drive
Sheboygan, WI 53081
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Costa Mesa Speedway

Brant is back!

By Elaine Jones

COSTA MESA, CA, MAY 1

After a six-year absence from speedway that included a stint in the army, Scotty Brant made his return to racing at Costa Mesa Speedway, and he did it in style, winning the Handicap main event and taking second in the Scratch main event.

The man who kept Brant from scoring a double win was none other than promoter/rider "Rad" Brad Oxley, who got Brant at the wire to win the Scratch main.

The lineup for the Handicap main event saw Bryan Thompson on the 10-yard line by himself. Robbie Sauer was alone on the 20, with Brant, Randy DiFrancesco and Gary Ackroyd on the 40. Dukie Ermolenko and Eddie Castro were on the 60, and the 60-yard line was all Oxley's. Thompson got a good start and put some daylight between himself and the rest of the field, but that only lasted a whole three laps before Brant ran him down, and Ackroyd, DiFrancesco and Oxley all got by one lap later.

Brant was getting away while Ackroyd, DiFrancesco and Oxley looked for racing room. Castro was trying to get in the thick of things, too, but when the checkered came out, the win was definitely Brant's, with Ackroyd second and DiFrancesco third. Castro came across fourth, but the announcement came that he would be placed last, so fifth went to Oxley, with Ermolenko, Robbie Sauer and Thompson finishing out the field.

The lineup for the Scratch main, held earlier in the night, featured Jim Estes on the pole. Brant was in two, and Ackroyd loaded into three. Oxley was in four and Ermolenko was in five. The first try at a start had the red on before the tapes came up, as Estes and Brant tried to anticipate the start. A warning was issued, and on the second try, Estes crashed in turn one and impaired the racers' progress. They lined up again, the gate came up and they all got away clean, but with almost one lap in the books, Ackroyd and Ermolenko made contact out of four when Ackroyd came out wide. He clipped Ermolenko's wheel, causing Ermolenko to hit the wall and the bike to take off without him.

Everyone was okay, and they lined up to try it again. This time it was Brant who got the holeshot, with Oxley again a very close second. Brant looked like he might pull off a rare Costa Mesa double, but Oxley kept working the inside, and on the last lap he moved underneath

(Above) Scott Brant (left) made a successful return to Costa Mesa Speedway after a six-year layoff. Brant posted the Handicap main-event win, while Brad Oxley (right) won the Scratch main.

(Right) Racer/promoter Steve Mayfield (center) won his own race, as he led every lap of the third annual Big Valley Ford Spring Classic short track at Lodi Cycle Bowl. Brett Landes (left) and Rex Fisher (right) finished in second and third, respectively.



Three heat races with only two direct transfers to the main event determined the front-row positions, while third and all other positions would be sent to the semi for the remaining positions on the starting grid. Mayfield and Northern California favorite Rob Damron finished one-two in the first heat, ahead of Beau Brown, Steve Fischer and Matt Gomez. Landes served notice that he was the man to beat in the second heat, as he and Ronnie Brown transferred directly into the main, ahead of Rex Fisher, Billy Martin and Allan McClellan. Not to be outdone by their rivals, Tony Souza and Gary Rogers aced the top two spots in the third and final heat and forced Mark Corsetti, Bob Seay, Michelle DiSalvo and company to the semi.

Mayfield timed the starter perfectly and blasted into the first turn, then threaded the needle and emerged from the second turn with the lead, with Landes and Tony Souza in tow. Mayfield brought the pack around with one lap down in the books, displaying his trademark smooth consistency, while Landes inched his way up to within striking distance aboard a Honda. Back in third, Souza had his hands full with Oregon's Fisher, who had transferred from the semi and was now running with the front of the pack. Lap after lap, Landes chipped away at Mayfield's lead until Landes was within about half a bike length, while Souza dropped slightly off the pace.

By about the seventh lap, Mayfield settled into a rhythm as Landes cranked up the wick and tested an outside pass, while Souza picked up the pace slightly. Landes' efforts were short-lived, however, as Mayfield picked up the pace and Landes bobbled. Souza pounced quickly, but not quickly enough for a pass. Landes now had his hands full with the flying teenager on his rear fender. Landes rode down incredibly low to elude Souza and catch Mayfield, but Mayfield simply outgunned everyone with his horsepower and consistency. On lap 23, disaster struck as Souza went down hard in the south turn, bringing out the red flag and the ambulance. The race was called on that lap and Mayfield was declared the winner, followed by Landes and Fisher.

"It's sad when someone goes down like Tony (Souza)," Mayfield said from the winner's circle. "You're just glad when the guy can get back up and be safe. I wanted to get a good start, because I knew Brett was going to be right there. I tried to ride smoothly and not give the race away. If he was going to win, he was going to have to go around me."

"I told Steve (Mayfield) if we would have gone two more laps that I would have got him," Landes joked of his second-place finish. "He rode a great race, and I did everything I could to get by him. I wish I had a few more ponies, but he rode a great race."

Manteca's Marty Weisler made his debut as a Pro Sport rider in grand style, as he gobbled up the holeshot ahead of Jeff Gabhart and Kenny Noyes in their main event. Weisler's glory was short-lived, however, as Gabhart knocked off his lead by attacking the low line and then passed him with a diving inside pass. Gabhart increased his lead to about three bike lengths, while Noyes closed on the lead riders. Shawn Raggio entered into the fray to round out the lead four.

When the halfway flags flew, Noyes really kicked in the afterburner on the L&R Husaberg, and Weisler pulled off the track with mechanical woes. With Weisler out of the way, Noyes set his sights on Gabhart, who appeared to slow momentarily. Noyes immediately glued himself to the rear fender of Gabhart. Now in striking position, Noyes attempted an inside move on Gabhart, but Gabhart refused to yield as the two made brief contact. Noyes immediately tucked back in down the straightaway and positioned himself to pass around on the outside. Gabhart held his line on the inside, but Noyes had both the drive and desire and he took the lead as the two exited turn four and headed down the front straight on the white-flag. Noyes, sensing victory, pulled out all the stops and railed his bike to the inside on the final lap, taking the checkered flag by about five bike lengths.

In the Open A ranks, Jimmy Sanchez blasted into the lead, with Danny Casey in hot pursuit. Casey was making his big-bike debut on a Rotax. Sanchez immediately opened up a commanding lead as Casey dropped back slightly, and Chris Rudy and Mickey Lane moved up to the back of the leaders. As the laps continued, Sanchez increased his lead over Casey, with the middle groove appearing to be the hot ticket to the winner's circle. Lane also preferred the middle line, as he passed Rudy and then closed on second-position rider Casey, one lap before the halfway flags. Well out in front of the pack, Sanchez rode flawlessly, while Casey and Lane staged their own war for second. Casey clearly had the horsepower down the straightaways, but Lane was unrelenting and smooth in the corners. With two laps to go, Lane stuffed it under Casey and tapped him out of the way. Casey, who wanted no part of that, chased after

Brant and moved him off his line to take the lead and the win. Brant was second, and Ermolenko and Ackroyd rounded out the field.

In the Sidecars main event, the Mission Yamaha team of Bill Matherson and Dale Leeder came home first, ahead of Bob Brayton/Dwayne King and John Matherson/James Eiland. Randy Skinner came from long yardage to win the Support main event, topping Gerry Duttweiler and Joe Winston. The Support "B" main went to Terry McCurdy over Scott Mersereau and Brent Smith. **CN**

Costa Mesa Speedway Costa Mesa, California Results: May 1, 1999

SCR: 1. Brad Oxley (GM); 2. Scott Brant (Jaw); 3. Dukie Ermolenko (Jaw); 4. Gary Ackroyd (Jaw); 5. Jim Estes (Jaw).

HDGP: 1. Scott Brant (Jaw); 2. Gary Ackroyd (Jaw); 3. Randy DiFrancesco (Jaw); 4. Brad Oxley (GM); 5. Dukie Ermolenko (Jaw).

SDCR: 1. B. Matherson/D. Leeder (Yam); 2. B. Brayton/D. King (Hon); 3. J. Matherson/J. Eiland (Yam); 4. S. Glass/D. Stokes (Duc).

SUP: 1. Randy Skinner (Jaw); 2. Gerry Duttweiler (Jaw); 3. Joe Winston (Jaw); 4. Michael Mattocks (Jaw); 5. Rudy Laurer (Wes).

SUP B: 1. Terry McCurdy (Jaw); 2. Scott Mersereau (Jaw); 3. Brent Smith (Jaw); 4. Peter Curtis (Jaw); 5. Mike Boyle (Jaw).

Third annual Big Valley Ford Spring Classic

Mayfield masters Lodi ST

By Mike Law
Photo by Bubba Do Rush

LODI, CA, APR. 17

National number 38, Steve Mayfield of Acampo, scored two major victories at the newly renovated Lodi Cycle Bowl, winning both the Dash For Cash and the Pro Expert Short Track main event in the third annual Big Valley Ford Spring Classic short track, a race which he promotes.

Mayfield handily posted a wire-to-wire win over last year's winner, Brett Landes, and Rex Fisher, who rounded out the top three.



Lane, but it was to no avail as Lane was clearly in second place for good. When the checkered flag flew, it was Sanchez by a wide margin, followed by Lane and Casey, in that order.

Twin-cylinder 750cc Yamahas and Triumphs dominated the field in the Vintage main event, in which Eric Weisler and John Proto battled for the lead, with Proto being the top gun. Proto rode the new Lodi track aggressively for the first half of the race; then he settled in and got more conservative. When the white flag flew, Weisler made one last attempt to catch Proto, but Proto's lead was simply too large and Proto won by a comfortable margin. Back in the third and final podium position was Triumph-mounted Riley Cox, well ahead of the scrapping duo of Tom Booth and Bud Riddle.

CN

Lodi Cycle Bowl Lodi, California Results: April 17, 1999

PRO EX: 1. Steve Mayfield (Rtx); 2. Brett Landes (Hon); 3. Rex Fisher (Rtx); 4. Rob Damron (Hbg); 5. Mark Corsetti (Rtx).

PRO SPT: 1. Kenny Noyes (Hbg); 2. Jeff Gabhart (Rtx); 3. Shawn Raggio (Rtx); 4. Bob Grant (Rtx); 5. Dennis Cameron (Hbg).

OPEN A: 1. Jimmy Sanchez (Hbg); 2. Mickey Lane (Rtx); 3. Danny Casey (Rtx); 4. Bob Bacosa (Rtx); 5. Anthony Giamanco (Rtx).

VINT: 1. John Proto (Yam); 2. Eric Weisler (Yam); 3. Riley Cox (Tri); 4. Tom Booth (Yam); 5. Bud Riddle (Hon).

United States Mega Series, Round 4

Walker walks away

By Jay Hauser

DANVILLE, VA, APR. 18

Victory Sports Racing promoter Sam Gamon teamed up with Birch Creek Promotions to bring round four of the United States Mega Series to the same venue that is home to the U.S. Eastern Pro-Am Series, and with more than 500 riders on hand, the event was a great success. The event was littered with some of the country's best amateur racers, both young and old.

Team Green's James Stewart was on hand to rip the 80cc (9-13) class apart. Ben Riddle was totally unstoppable in 125cc and 250cc B racing. Riddle's other Team Green teammate, Josh Summey, had a stellar day, winning both motos of Schoolboy racing over Stewart's big-wheel KX80.

On the other side of the coin, Kevin

Walker, a past Loretta Lynn's champion, was there, smoking in the 125cc A, 250cc A and Over 25 A classes, beating the likes of Jim Chester, who recently took an eighth-place National ranking in the National Arenacross series. Add to the list past World Grand Prix contender and Motocross Des Nations team member Billy Liles, and the Loretta Lynn's area qualifier was full of star power.

Stewart was unbelievable aboard his Team Green KX80, as he was in a class by himself in the 80cc (9-13) Modified division, besting the field by more than half a lap in both motos. But when Stewart lined up for the Schoolboy class, he found himself underpowered next to the larger 125cc machines. Josh Summey continued his winning ways now that he has moved up to the bigger bikes, and he was able to reel off a pair of fine rides for both moto wins. Matt Barnes was unimpressed by Stewart and pulled in a tight third-place ride to Stewart in moto one, only to come back in moto two and slip the little mini speedster back a notch to take second overall to Summey. Birch Creek regular Adam Overcash netted fourth on the day, ahead of Brian Behnen.

Just returning to action from a layoff due to an injury, Kevin Walker is back up to speed in a big way. Finding himself out in front of the 250cc Pro class, Walker kept the 22-rider field at bay to win the 250cc Pro-class overall. As expected, Walker's main competition came from Suzuki rider Jim Chester. Chester put up a good battle in both motos, only to fall a little short when the flag fell, and he would have to be happy with a pair of second-place rides for the runner-up honors. One of the most impressive rides of the day came from Yamaha rider Jared Black, who put in some strong rides to make up for a pair of mediocre starts and ended the day recording a pair of solid third-place rides to make the podium, just edging out Husqvarna-mounted Jeff Ryan and William Wilson.

Walker's winning ways did not end with his 250cc Pro-class overall, as he also recorded a pair of moto wins to take the 125cc Pro class over Chester and Black. Yamaha of Lumberton/Sitec Racing's Mark Wagner was quite impressive, as he grabbed fourth in the 125cc Pro contest, with Richard Prather putting his KTM into the top five with a fifth.

Walker also took the Over 25 A-class overall win, but it was in this class that Walker was handed his one and only defeat of the day, as Chester came away with the opening-moto win. Walker came back, however, to win the moto

Kevin Walker (859) puts the 250cc Pro class behind him in the first moto at round four of the U.S. Mega Series, held at Birch Creek Motorsports Park.

that makes the difference, and in winning moto two he nabbed the overall over Chester and Prather. Billy Liles grabbed fourth overall in Over 25 A racing to go along with his sweep of the Over 30 A class. Sidney Williams rounded out the top five in Over 25 A action.

Many say that Team Green rider Ben Riddle is out of place riding in the B classes, and that just might be. Riddle turns lap times that would put him in the hunt for Pro-class wins wherever he goes, and the Birch Creek round of the Mega Series was no exception. In the staggered A/B class motos, Riddle made up the deficit of starting on the second gate to finish the equivalent of top five in the Pro class. In his effort to catch the A-class guys, he left his B-class competitors in his dust. The only rider to even keep an eye on Riddle was Josh Summey in the 125cc B class, as he finished runner-up to Riddle. Matt Barnes' strong ride in the Schoolboy class was no fluke, as he backed it up with third overall in 125cc B action.

Just as in the 125cc B race, Riddle was long gone in the 250cc B, leaving the battle for second to Thomas Parsons and Doug Earls. Parsons' score of 2-2 assured him second overall to Earl's score of 4-3. Moto-one third-place finisher Jason Baldwin did not make the second moto and recorded a DNS, taking himself out of the hunt for a top-three overall.

CN

Birch Creek Motocross Danville, Virginia Results: April 18, 1999 (Round 4)

50 (4-6): 1. Ian Trettel (Cob); 2. Preston Thomas (KTM); 3. Ryan Zimmer (Cob); 4. Cody Robbins (Cob); 5. Chris Goodman (Cob).

50 (7-8): 1. Taylor Futrell (Cob); 2. Les Smith (Cob); 3. McKinnon Welborn (Cob); 4. Patrick Johnson (Cob); 5. Zach Alvear (KTM).

60 (7-9): 1. Zach Osborne (KTM); 2. Kyle Keylon (Kaw); 3. Matthew Pierson (KTM); 4. Broc Tickle (KTM); 5. D.J. Ellis (KTM).

60 (10-11): 1. Jonathan Camp (KTM); 2. Ian Millett (Kaw); 3. David Mitchell (Kaw); 4. Joshua Schmitt (Yam).

80 (7-11): 1. Matt Boni (Kaw); 2. Tim Hollenbeck (Yam); 3. Kyle Kelon (Kaw); 4. Joshua Schmitt (Yam); 5. Jonathan Camp (Suz).

80 (12-13): 1. Doug Thomason (Kaw); 2. Matt Miller (Suz); 3. Steven Shoaf (Suz); 4. David Walls (Yam); 5. Timothy Lee Horn (Kaw).

80 D: 1. Patrick Osborne (Yam); 2. Jason Pope (Suz); 3. Justin Walker (Suz); 4. Zach Knight (Kaw); 5. Shane Brady (Suz).

S/MINI: 1. Doug Thompson (Kaw); 2. Blake Hovis (Hon); 3. Matt Miller (Suz); 4. Steven Shoaf (Suz); 5. Chad Dowling (Suz).

SCHBY: 1. Josh Summey (Kaw); 2. Matt Barnes (Kaw); 3. James Stewart (Kaw); 4. Adam Overcash (Kaw); 5. Brian Behnen (Yam).

125 A: 1. Kevin Walker (Yam); 2. Jim Chester (Suz); 3. Jared Black (Yam); 4. Mark Wagner (Yam); 5. Richard Prather (KTM).

125 B: 1. Ben Riddle (Kaw); 2. Josh Summey (Kaw); 3. Matt Barnes (Kaw); 4. Matthew Johnson (Yam); 5. Jackson Vick (Hon).

125 C: 1. Jacob Saylor (Kaw); 2. Josh Montgomery (Yam); 3. Steven Durick (Yam); 4. King Smith (Suz); 5. Jason Tucker (Suz).

125 D: 1. Blake Austin (Suz); 2. Vincent De Young (Kaw); 3. Tommy Lee (Suz); 4. Brent Justice (Hon); 5. Ron Cullumber (Hon).

250 A: 1. Kevin Walker (Yam); 2. Jim Chester (Suz); 3. Jared Black (Yam); 4. Jeff Ryan (Hus); 5. William Wilson (Yam).

250 B: 1. Ben Riddle (Kaw); 2. Thomas Parsons (Yam); 3. Doug Earls (Suz); 4. Joseph Prather (Yam); 5. Shane Hager (Kaw).

250 C: 1. Jacob Saylor (Kaw); 2. Cory Gholson (Suz); 3. Darryl Lind (Yam); 4. Nicholas Wolfe (Yam); 5. Matt Greene (Kaw).

250 D: 1. Stacey Compton (Kaw); 2. Brandon Simpson (Suz); 3. Randy Weddington (Yam); 4. Derek Angel (Suz); 5. William Jones (Yam).

25+ A: 1. Kevin Walker (Yam); 2. Jim Chester (Suz); 3. Richard Prather (KTM); 4. Billy Liles (Suz); 5. Sidney Williams (Suz).

25+ B: 1. Jason Baldwin (Yam); 2. Russ Pickett (Yam); 3. Eddie Karban (Kaw); 4. Marc Woods (Yam); 5. Jimmy Pitcock (Suz).

25+ C/D: 1. Steven Durick (Yam); 2. Kevin Hill (Suz); 3. Timothy Camp (Suz); 4. Kenneth Taylor (Yam); 5. Ray Taylor (Suz).

30+ A: 1. Billy Liles (Suz); 2. Kirk Johnson (Yam); 3. Alan Alford (Suz); 4. Keith Mann (Yam); 5. Albert McCoy (Suz).

30+ B/C: 1. Russ Pickett (Yam); 2. Eddie Karban (Kaw); 3. Tommy Jennings (Suz); 4. Kerry Jones (Suz); 5. David Tucker (Suz).

35+: 1. Ron Jones (Suz); 2. Sonny Mitchell (Suz); 3.

Kerry Jones (Suz); 4. David Hobson (Yam); 5. Steve Lewis (Yam).

40+: 1. Keith Mann (Yam); 2. Ron Jones (Suz); 3. Sonny Mitchell (Suz); 4. Ken Frankenberry (Kaw); 5. Danny Tester (Yam).

OPEN/4-STRK: 1. Jason Baldwin (Yam); 2. Kirk Johnson (Yam); 3. Joseph Prather (Yam); 4. Bradley Tester (Yam); 5. Albert McCoy (Yam).

U/L AM: 1. Matt Johnson (Yam); 2. Eric Cox (Yam); 3. Taylor Shive (Yam); 4. King Smith (Suz); 5. Justin Brooks (Yam).

U/L C/D: 1. Matt Whiteside (Yam); 2. Ted Osborne (KTM); 3. Terrell Collins (Suz); 4. Jeff Shore (Suz); 5. Greg Clark (Kaw).

50 SHFT: 1. Cody Robbins (Yam); 2. Damon Goin (Yam); 3. Trevor Barrett (Yam); 4. Gavin Trettel (Yam); 5. Cody Rowe (Yam).

80 (9-13): 1. James Stewart (Kaw); 2. Steven Shoaf (Suz); 3. Matt Boni (Kaw); 4. Chad Dowling (Suz); 5. Tim Hollenbeck (Yam).

80 (14-15): 1. Blake Hovis (Hon); 2. Jake Furnace (Yam); 3. Zach Miller (Suz); 4. Jake Wiley (Suz); 5. Matthew Boyer (Suz).

30+ C: 1. Michael Robinson (Suz); 2. Timothy Camp (Suz); 3. Richmond Trexler (Kaw); 4. Johnny Gibson (Suz); 5. Kyle Grant (Yam).

48+: 1. Steve Lewis (Yam); 2. Johnny Gibson (Suz); 3. David Wetherford (Hon); 4. Byron Hager (Hon); 5. Ted Shortridge (Suz).

Lodi Cycle Bowl season opener

Eaton devours Lodi ST

By Mike Law

LODI, CA, APR. 18

Eleven-year-old expert Corey Eaton played giant-slayer as he defeated a horde of talented riders to capture the 250cc-class short-track main event at the Lodi Cycle Bowl regular season opener. Equally impressive was the fact that Eaton led wire to wire aboard a 125cc machine without so much as a bobble.

"I wanted to get the holeshot real bad," Eaton said of his outside-pole-position start. "I kept it on real hard so those guys on the 250s wouldn't be able to pass me down the straights. The new track was fun to ride, and I found that the middle-to-outside groove was fastest in the third and fourth turns, while the bottom and middle lines worked better through the first and second turns."

A rather large class of Pee Wee C riders lined up for the short-track main event, with many returning riders as well as several new riders who were making their racing debut. Travis McCarthy rode the wheels off of his P/W 50 Yamaha as he bested his rival Chad Cose, who had to settle for third place behind a very determined Jess Garcia, who scored the runner-up spot. Back for revenge on the TT, Cose put on his race face for the win, with McCarthy scoring second.

Nick Moore went two for two in the 80cc A and B main events, as he rode flawlessly on a beautifully prepared YZ Yamaha. Moore reeled in early leader Jared McWhirter on the TT before making a gutsy pass on the right-hander. Once in front, Moore tucked in low for the win and was never seriously challenged.

"I go out and practice all I can," a jubilant Moore said. "My dad made some setup changes to the bike and they all worked perfectly."

Yamaha twin-mounted John Proto rode the perfect race in the Over 40 Vintage short-track class, besting rival Jesse Kreyling. Proto clearly had the horsepower on the straightaways, while Kreyling appeared to attack the corners with a little more finesse. Proto rode smoothly and consistently without making any mistakes and took the checkered flag by a comfortable margin.

CN

Lodi Cycle Bowl

Lodi, California
Results: April 18, 1999

Short Track

P/W A/B: 1. Ryan Law (Yam); 2. Anthony Fong (Yam); 3. Lauren Wallace (Yam); 4. Danielle Caldeira (Yam); 5. Kyle Anselmi (Yam).

P/W C: 1. Travis McCarthy (Yam); 2. Jess Garcia (Yam); 3. Chad Cose (Yam); 4. Bobby Caldeira (Yam); 5. Jeff Hodges (Yam).

60 B/C: 1. Sean Jones (Kaw); 2. Lauren Wallace (Kaw); 3. Cody Anselmi (Kaw); 4. Frankie Garcia (Kaw); 5. Rebecca Law (Kaw).

80 A: 1. Nick Moore (Yam); 2. Jared McWhirter (Hon); 3. Stewart Barber (Hon).

80 B/C: 1. Chris Borjas (Yam); 2. Robert Geisler (Hon); 3. Garrett Adams (Hon).

250 A/B: 1. Corey Eaton (Hon); 2. Danny Casey (Suz); 3. Jim Adams (Hon).

250 C: 1. Jason Paoli (Hon); 2. Mark Woodward (Hon); 3. Scott Jacques (Yam); 4. Joe Cerro (Hon); 5. Gary King (Kaw).

OPEN B: 1. Matt Proto (Rtx); 2. Brandon Carnahan (Rtx); 3. Billy Hiles (Rtx); 4. Armando Rodriguez (Rtx); 5. Jesse Vankol (Hon).

VINT 40+: 1. John Proto (Yam); 2. Jesse Kreyling (Hon); 3. Tom Booth (Yam); 4. Ralph Lee (Tri).

VINT LATE: 1. Brandon Carnahan (Hon); 2. Jesse Kreyling (Hon); 3. Robert Norris (Hon); 4. Chris Gilfus (Hon).

VET: 1. Johnny Pittman (Rtx); 2. Mark Woodward (Rtx).

TT

P/W A/B: 1. Lauren Wallace (Yam); 2. Anthony Fong (Yam); 3. Ryan Law (Yam); 4. Kyle Anselmi (Yam).

P/W STK C: 1. Chad Cose (Yam); 2. Travis McCarthy (Yam); 3. Bobby Caldeira (Yam); 4. Jess Garcia (Yam); 5. Jeff Hodges (Yam).

P/W MOD: 1. Chad Cose (Lem).

60 B/C: 1. Sean Jones (Kaw); 2. Lauren Wallace (Kaw); 3. Cody Anselmi (Kaw); 4. Frankie Garcia (Kaw); 5. Charlie Simas (KTM).

80 A: 1. Nick Moore (Yam); 2. Jared McWhirter (Hon); 3. Jason Grewe (Hon).

80 B: 1. Chris Borjas (Yam); 2. Mike Rush (Hon).

250: 1. Danny Casey (Suz); 2. Jason Paoli (Hon); 3. Corey Eaton (Hon).

OPEN: 1. Matt Proto (Rtx); 2. Mark Woodward (Rtx).

VINT: 1. Eric Weisler (Yam); 2. Tom Booth (Yam); 3. Al Ludwigsen (Yam).

VET: 1. Robert McDonnell (Rtx); 2. Steve Hall (Yam).

Eggers rolls through Dye at Ocala Motocross

By Kyle Myers

OCALA, FL, APR. 11

Round six of the Sunshine State Motocross Championship Series visited the Hardrock Cycle Park for the first time this year, with 260 riders in attendance. Tim Eggers doubled up and took the "Overs" easily, as he beat the competition in the Over 30 and Over 35 division on a hot day of racing in the Florida sunshine.

In the first Over 35-class moto, Eggers led the 13-rider field into turn one, with Jack Clark, Bruce Estrada, Mark Dye and Kevin Wilson following. Eggers then stalled his YZ400 as the pack raced by, leaving Eggers to restart in last place. Estrada now had the point, with Dye and Wilson on his rear fender. The three front-runners continued to battle for the lead as Eggers was slicing his way through the field. Dye passed Estrada for the lead on lap three as Eggers moved by Wilson into third. On the next lap, Eggers erased the three-second advantage of Dye and Estrada and flew into the lead. Eggers held on for the moto win with five seconds on Dye, who was followed by Estrada, Wilson and fifth-placed Pat Caiazza.

Eggers shot up the hill to start moto two, with Estrada, Dye, Wilson and Caiazza giving chase. Caiazza crashed on the Watertower jump halfway into the opening lap, moving Clark into the top five. Eggers pulled away from the field to score a much easier win than in moto one. Dye came home in the runner-up spot, with Estrada, Wilson and Clark rounding out the top five.

Eggers later returned to sweep both motos of the Over 30 class, ahead of Bryan Abel, who posted a 2-2 tally.

Marcus Pedrero won the Over 25 and Open Money races. In Over 25 action, Pedrero battled with Jeff Lampe, who finished second. In the Open Money division, Pedrero won both outings to take the lion's share of the purse.

Matt Boni was the top Mini rider as he scored two wins in the highly competed 80 (7-11) and Super Mini classes.

Results

P/W OIL-INJ: 1. Josh Campbell (Yam); 2. Taylor Placides (Yam); 3. Mark Przystawski (Yam); 4. Tanny Hughes (Yam); 5. Megan Pack (Yam).

P/W (4-6): 1. Tyler Moore (Cob); 2. Dylan Bantum (Cob); 3. Ronnie Patterson (Cob); 4. Damon Walker (Lem); 5. Levi Bufkib (Pol).

P/W (7-8): 1. Corey Woodard (Cob); 2. Jimmy Norton (Cob); 3. Jesse Freeman (Pol); 4. Mitch Burgin (Cob); 5. Travis Rogers (Cob).

P/W OPEN: 1. Corey Woodard (Cob); 2. Travis Rogers (Cob); 3. Tyler Moore (Cob); 4. Mitch Burgin (Cob); 5. Ziggy Graves (Cob).

60 (5-8): 1. Jimmy Norton (Cob); 2. Jesse Freeman (Kaw); 3. Roger Williams (Kaw); 4. Mitch Burgin (Kaw); 5. Chris Kelly (Kaw).

23rd Annual 1999 AMA MAZDA TRUCKS MOTOCROSS NATIONALS

HIGH POINT RACEWAY

Mt. Morris, Pennsylvania



Sunday, May 30
Memorial Day Weekend

Team Green Weekend Schedule of Events

FRIDAY, MAY 28

Amateur Sign-up: 8am

Race Format: One long moto

Rider Fee: \$20 ALL CLASSES

Adm. \$45 (Fri/Sat/Sun. Ticket; No Refund)

SATURDAY, MAY 29

Amateur Sign-up: 7am

Race Format: One long moto

Rider Fee: \$20 ALL CLASSES

Pro Practice: 3:30pm

Adm. \$33 (Sat/Sun. Ticket; No Refund)

SUNDAY, MAY 30

Adm. \$20

125/250cc Pro National MX Championships

Qualifiers: 10:30am

Main Event: 1pm - Rain or Shine

No Glass Bottles
Restricted camp fire areas
No Fireworks Please
No Scaffolding Please
Non-Alcoholic Spectator Area.
CAMPING fees charged per vehicle

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Thursday: Any parking before 6pm is \$25 additional per vehicle. Amateur Sign-up 8pm - 10pm

Begins 6pm Thursday: Weekend camping available for AMA members and families (Fees charged per vehicle)

MORGANTOWN, WV MOTELS (7 Mi. South) Ramada Inn (304) 296-3431; Econo Lodge (Westover) 296-8774; Comfort Inn 296-9364;

Holiday Inn 599-1680; Econo Lodge (Star City) 599-8181; Days Inn 598-2120; Hampton Inn 599-1200; Euro Suites 598-1000

WAYNESBURG, PA MOTELS (14 Mi. North): Comfort Inn (724) 627-3700; Econo Lodge 627-5544; Super 8 627-8880

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60 (9-11): 1. T.J. Rhonelli (Kaw); 2. Danny Weyer (Kaw); 3. Matt Burke (Kaw); 4. Troy Davis (Kaw); 5. Devon Placides (Kaw).
60 OPEN: 1. T.J. Rhonelli (Kaw); 2. Danny Weyer (Kaw); 3. Devon Placides (Kaw); 4. Troy Davis (Kaw); 5. Garrett Wood (Kaw).

60 BEG: 1. Ken Hill (Kaw); 2. Chad Stacy (Kaw); 3. Rob Prather (Kaw); 4. Dylan Bantum (Kaw); 5. Tyler Moore (Kaw).
80 (7-11): 1. Matt Boni (Kaw); 2. Billy Harper (Suz); 3. Justin Bryant (Suz); 4. T.J. Rhonelli (Kaw); 5. Danny Weyer (Kaw).

80 (12-15): 1. Angie Lieber (Suz); 2. Jared Keutjes (Suz); 3. Jesse Richards (Yam); 4. Ricky Bryant (Yam); 5. Matt Pedrero (Suz).

80 BEG: 1. Kurt Damron (Kaw); 2. Tyler Livsay (Kaw); 3. Sommer Wood (Kaw); 4. Michelle Gosselin (Suz); 5. Angelo DeVillo (Yam).

S/MINI: 1. Matt Boni (Kaw); 2. Jesse T. Richards (Yam); 3. Vince Cirrincion (Yam); 4. Ricky Bryant (Yam); 5. Jared Keutjes (Suz).

YTH (12-15): 1. Cliff Badgett (Hon); 2. Chad Mis (Kaw); 3. Aaron Cone (Suz); 4. Chaz Northey (Hon); 5. Bryan Christopher (Kaw).

15-24: 1. Blake Thorpe (Yam); 2. Randy Jackson (Kaw); 3. Shawn Pettit (Yam); 4. Daryl Lind (Yam); 5. Max Lapointe (Kaw).

125 B: 1. Shawn Pettit (Yam); 2. Kyle Myers (Suz); 3. Angie Lieber (Yam); 4. Jeremy Freeman (Kaw); 5. Tom Marks (Hon).

125 C: 1. Wes Caudill (Kaw); 2. Pat Manning (Yam); 3. Bryan Christopher (Kaw); 4. Chaz Northey (Hon); 5. Tony Stokes (Suz).

125 BEG: 1. Josh Mays (Kaw); 2. Sid Boughton (Suz); 3. Tim Highfield (Kaw); 4. Dan Gray (Hon); 5. Gary Harward (Kaw).

250 B: 1. Blake Thorpe (Yam); 2. Tim Eggers (Yam); 3. Shawn Willis (Yam); 4. Bryan Abel (Kaw); 5. Daryl Lind (Yam).

250 C: 1. Mark Campbell (Yam); 2. Mark Dye (Kaw); 3. Brian Nagele (Yam); 4. James Poe (Yam); 5. Bob Parrell (Kaw).

250 BEG: 1. Mike Greer (Yam); 2. Joel Gregor (Suz); 3. Steve Bryant (Hon); 4. Robert Durkee (Yam); 5. Jordi Woodson (Yam).

25+ A: 1. Marcus Pedrero (Suz); 2. Jeff Lampe (Suz); 3. Bryan Abel (Kaw); 4. Shawn Willis (Yam); 5. Kyle Myers (Suz).

30+ A: 1. Tim Eggers (Yam); 2. Bryan Abel (Kaw); 3. Bob Pannell (Kaw); 4. Bill Mitzlaff (Hon); 5. Tom Wosyluk (Kaw).

35+ A: 1. Tim Eggers (Yam); 2. Mark Dye (Kaw); 3. Bruce Estrada (Kaw); 4. Kevin Wilson (Suz); 5. Jack Clark (Suz).

40+ A: 1. John Coleman (Suz); 2. Kevin Wilson (Suz); 3. Mike Caiazza (Yam); 4. Steve Edwards (Kaw); 5. Guenter Sommer (Yam).

WMN: 1. Traci Hess (Suz); 2. Ashley Jackson (Suz); 3. Michelle Gosselin (Suz); 4. Sommer Wood (Kaw); 5. Ashley Jones (Yam).

Strange, Johnston top Turkey Creek Motocross

By Gary Crider

EDGEFIELD, SC, APR. 18

Jerry Strange carved out wins in fierce 125cc and 250cc B racing at Turkey Creek Motocross during round three of the Georgia Promoters Group AMA District 9 Spring Series. Ross Johnston was flawless aboard his new YZ as he notched perfect scores in the Over 30 A, Over 35 and 250cc A classes. Brent Carden was also a multiple class winner via his strong performances in the Junior Mini and Supermini divisions. The event set a new attendance record for the track, with more than 300 entries on hand.

In the 250cc B contest, Strange pulled away from the competition en route to the moto wins. Meanwhile, Jim Rexroat edged James Brown in a points tie for the silver.

Brandon Langdon easily won both School-boy-division motos and returned in the 125cc B class, in which he squared off with Strange. Moto one saw Strange take an early lead for the win, while Langdon got a midpack start for an eventual third-place finish.

Langdon grabbed the holeshot in the final moto and stayed out front for the moto win. Strange was content with a second-place finish in the moto, as his 1-2 tally was still good for the class win over Langdon.

The 250cc C division featured a daylong, three-way brawl between Rick Rikard, Jason Soignier and Westin Lee. Soignier gassed his Kawasaki to the front at the start of moto one, but Lee put his Yamaha into the lead on lap two. Lee held on for the win over Soignier, while Rikard moved his Suzuki through traffic to finish in third.

Lee suffered a poor start in moto two, while Rikard edged Soignier for the moto win. Lee

Rick Rikard (114) placed second overall in the 125cc C class and returned to win the 250cc C division at round three of the District 9 Spring Series at Turkey Creek Motocross in Edgefield, South Carolina.

recovered to claim the third spot at the flag. The end result was a three-way points tie with Rikard on top, as his 3-1 bested Soignier's 2-2 and Lee's 1-3 finishes. Rikard also rode in the 125cc C class, in which he had to settle for runner-up honors after sharing moto wins with Daniel Hitchcock.

The opening 50cc Shaft Drive moto generated plenty of excitement, as Jason McCurdy and Jonathan Smith raced wheel to wheel. Smith was first at the checkered in a close finish over McCurdy. The final moto saw Smith pull a good lead over McCurdy, and Smith looked like he had the overall wrapped up - but late in the moto, Smith stopped to adjust his goggles, allowing McCurdy to make an effortless pass. McCurdy was ahead of Smith at the finish, netting the overall win over Smith.

Results

50 SHAFT: 1. Jason McCurdy (Yam); 2. Jonathan Smith (Yam); 3. Jesse Turner (Yam); 4. Mary Tuten (Yam); 5. Matthew Lee (Yam).

50 (4-6): 1. Forrest Lane (Pol); 2. Grant Ransdell (Lem); 3. Seth Quesinberry (KTM); 4. Collen Crosby (Cob); 5. Jack McMenamin (Cob).

50 (7-8): 1. Bubba Crosby (Cob); 2. Jeremy Harper (Cob); 3. Hunter Jennings (Cob); 4. Benji Tedards (Cob); 5. Shane Bowlden (Cob).

60 (7-9): 1. Sawyer Barrow (Kaw); 2. Bubba Crosby (Kaw); 3. Kyle Perry (Kaw); 4. Erica Hyatt (Kaw); 5. Jordan Pittman (Kaw).

60 (10-11): 1. Jared Tuten (KTM); 2. Tyler Jugel (Kaw); 3. Rhett Smith (Kaw); 4. Wesley Masters (Kaw); 5. Patrick West (Kaw).

80 D: 1. Keith Murphy (Hon); 2. Justin Odum (Yam); 3. Joey Hardin (Kaw); 4. Rhett Smith (Kaw); 5. Brennon Morris (Hon).

80 JR (7-11): 1. Brent Carden (Kaw); 2. Josh Barrow (Yam); 3. Christopher Pye (Suz); 4. Stephen Cooke (Suz); 5. Dashone Summons (Kaw).

80 INT (12-13): 1. Stephen Houseman (Kaw); 2. Austin Cooley (Kaw); 3. Trevor Grogan (Hon); 4. Jordan Gooch (Kaw); 5. Terry Jones (Yam).

80 SR (14-15): 1. Zachary Kutschenko (Suz); 2. Greg Junge (Kaw); 3. Ronnie Ling (Yam); 4. Chris Jones (Yam); 5. Michael Martin (Yam).

S/MINI 100: 1. Brent Carden (Kaw); 2. Jordan Gooch (Kaw); 3. Austin Cooley (Kaw); 4. Trevor Grogan (Hon); 5. Greg Lunge (Kaw).

SCHBY 125: 1. Brandon Langdon (Yam); 2. Chad Minter (Suz); 3. Jacob Baertlein (Yam); 4. Josh Fincher (Hon); 5. Zachary Kutschenko (Suz).

125 D: 1. Michael Mathis (Hon); 2. Brent Lindley (Yam); 3. Bill Free (Suz); 4. Stephen Cofield (Hon); 5. Eddie George (Kaw).

250 D: 1. Tommy Butler (Yam); 2. James King (Kaw); 3. Michael Hooks (Kaw); 4. Robert Strength (Kaw); 5. Mitchell Davis (KTM).

125 C: 1. Daniel Hitchcock (Yam); 2. Rick A. Rikard (Suz); 3. John Bell (Kaw); 4. Randy Thomas (KTM); 5. Craig Childs (Hon).

250 C: 1. Rick A. Rikard (Suz); 2. Jason Soignier (Kaw); 3. Westin Lee (Yam); 4. Robert Slaton (Kaw); 5. John Schunpert (Hon).

125 B: 1. Jerry Strange (Yam); 2. Brandon Langdon (Yam); 3. Howard Meador (Suz); 4. Jay Irvin (Yam); 5. Chad Minter (Suz).

250 B: 1. Jerry Strange (Yam); 2. Jim Rexroat (Kaw); 3. James Brown (Hon); 4. Keith Graham (Kaw); 5. Chris Seward (Hon).

U/L AM: 1. Jack Bethel (Suz); 2. Jason Soignier (Kaw); 3. Jay Irvin (Yam); 4. Jim Rexroat (Kaw); 5. Shane Lenning (Yam).

25+ C: 1. Mike McMenamin (Yam); 2. Jeff Jackson (Kaw); 3. Robert Flynn (Kaw); 4. Jody Weigle (Yam); 5. Jason Koenig (KTM).

25+ B: 1. Steve Stroupe (Kaw); 2. Tim Hargett (Yam); 3. Rodney Scott (Suz); 4. Michael Nyland (Suz); 5. Jon Quesinberry (Yam).

25+ A: 1. Ashley Epps (Hon); 2. Jonathan McClellan (Yam); 3. Mark Palmisano (Kaw); 4. Chris Withers (Hus); 5. Mark Knode (Kaw).

30+ C: 1. Mike McMenamin (Yam); 2. Steve Chambers (Kaw); 3. Andrew Gaiowski (Kaw); 4. Charles Brown (Yam); 5. Roy Perry (Yam).

30+ B: 1. Michael Nyland (Suz); 2. Russell Runge (Kaw).
30+ A: 1. Ross Johnston (Yam); 2. Ken Tedards (Yam); 3. John Siderer (Hon); 4. Kirk Beitzel (Suz); 5. Steve Petty (Hon).

35+ A: 1. Ross Johnston (Yam); 2. Ken Tedards (Yam); 3. Donny Banks (Suz); 4. Kirk Beitzel (Suz); 5. Kevin Mathews (Hon).

40+ A: 1. Donny Banks (Suz); 2. Kevin Mathews (Hon); 3. Dale Deaton (Hon); 4. Rick E. Rikard (Suz); 5. Phillip Wagner (Hon).
VET NOV: 1. Mike Rexroat (Suz); 2. Andrew Gajewski (Kaw); 3. Ron Twilley (Hon); 4. Richard Martin (Hon); 5. Jay Cochran (Yam).

125 A: 1. Ashley Epps (Hon).
250 A: 1. Ross Johnston (Yam); 2. Austin Gomez (Kaw); 3. Jonathan McClellan (Yam); 4. Stacy Barnett (Hon); 5. Tracey Barnett (Kaw).

SPCL OPEN AM: 1. Byron Holt (Hon); 2. Chuck Denard (Hon); 3. James Coffey (Hon); 4. William Menger (Hon); 5. James Menke (Hon).

Ciarletta says "Seeyalater!" at West Coast Motocross opener

By Tony Alessi

MORENO VALLEY, CA, APR. 17

Jason Ciarletta pulled off a hard-earned victory in the 125cc Intermediate class during the opening round of the West Coast Motorsports Spring Series, held at Starwest Cycle Park.

The opening round drew some 500 racers from most everywhere in California, many in hopes of winning one of three new motorcycles to be given away at the end of the series.

"We have a YZ125, a YZ80 and a PW50 to give away," said Starwest executive Ron Henriksen. "Basically, the more you race, the more chance you have to win."

Ciarletta had problems early in the first 125cc Intermediate moto and had to come up from nearly a last-place start. Up front, Joshua West led the early laps but gave way to hard-charging Brandon Milstead, who was on fire aboard his Wiseco-backed Suzuki.

Milstead went on for the moto win, followed by Erik Meyer, who was making his 125cc Intermediate debut after moving up from the 80cc Expert class.

The second moto saw Ciarletta get to the front and run away from the field. Ciarletta cut lap times close to Pro speed en route to a hands-down runaway victory. West ran strong in the final moto for second place, while Meyer and first-moto winner Milstead rounded out the top four.

David Sullins put together a set of solid motos for the 125cc Novice victory. Sullins and his IMS-backed Yamaha took an effortless win in the first moto, followed by Danny Mohr and Blake Bukamier. The second moto saw Bukamier in control for most of the race, but he experienced mechanical problems late in the race and dropped back to fifth at the finish.

Chad Gaumer rebounded from a disappointing fifth in the first moto (after having been stuck in the gate) by returning to win the all-important second moto. However, when the points were added up, the winner was David Sullins, whose 1-4 score was enough to top Gaumer's 5-1 and Bukamier's 3-5.

Kawasaki Team Green-backed Mike Alessi was the night's most successful minicycle racer, winning three separate classes. Alessi was followed by his brother Jeff in both the 60cc (9-11) and 80cc (7-11) classes and by 80cc (14-16) class winner Donnie Gritton in the Supermini race.

"I tried to ride especially good tonight since Troy from Fox Racing was here to videotape my segment for 'Terraforma 6: Wrath Child,'" Alessi said. "I think he was happy because everything turned out good and this place is so clean and nice."

Results

50 (4-6): 1. Dakota Garner (Cob); 2. David Meade (Cob); 3. Justin Jeffers (KTM); 4. Cody Trutier (Cob); 5. Dylan Schmoke (Pol).

50 (7-8): 1. Bruce Rutherford (KTM); 2. Donnie Kearney (KTM); 3. Johnny Jelderda (Lem); 4. Michael Hall (Cob); 5. Trevor Reis (Cob).

50 STK: 1. Kevin Thompson (KTM); 2. Cody Tithof (Cob); 3. Kris Chambers (Cob); 4. Max Ladieu (Cob); 5. Patrick Pico (Cob).

50 MOD: 1. Trevor Reis (Cob); 2. Marcus Carrillo (Lem).
S/P/W: 1. Bruce Rutherford (KTM); 2. Michael Hall (Cob); 3. Johnny Jelderda (Lem); 4. Mike Meade (Cob); 5. David Meade (Cob).

60 STRTR: 1. Andrew Serrano (Kaw); 2. Dana Dreire (Kaw); 3. Krystal Cramer (Kaw); 4. Cory Costa (Kaw); 5. Cooper Hall (Kaw).

60 (0-8): 1. Bruce Rutherford (KTM); 2. Donnie Kearney (KTM); 3. George Jeffers (Kaw); 4. Christopher Taft (Kaw); 5. Tyler Sievers (Kaw).

60 (9-11): 1. Mike Alessi (Kaw); 2. Jeff Alessi (Kaw); 3. Shawn Hayes (KTM); 4. Mike Meade (Kaw); 5. Anthony Rondon (Kaw).

80 BEG (0-11): 1. Mark Atkins (Kaw); 2. Kameron Silva (Hon); 3. Shawn Mohr (Yam); 4. Cody Bradbury (Yam); 5. Chase Takacs (Yam).

80 BEG (12-16): 1. Nathan Collins (Kaw); 2. Nathan Salgado (Yam); 3. Mike Wetzel (Yam); 4. Kenneth Brewer (Yam); 5. Lance Gatan (Hon).

80 (0-11): 1. Mike Alessi (Kaw); 2. Jeff Alessi (Kaw); 3. Jared Brown (Yam); 4. Randall Hall (Kaw).

80 (12-13): 1. Jason Medina (Hon); 2. Erik Fallsctte (Yam); 3. Robbie Gatan (Yam); 4. Andy Chersin (Yam); 5. Steven Forsythe (Yam).

80 (14-16): 1. Donnie Gritton (Yam); 2. Rick Schaffner (Yam); 3. Micky Griffin (Yam); 4. Richie Casiano (Yam); 5. Collin Silva (Yam).

S/MINI: 1. Mike Alessi (Kaw); 2. Donnie Gritton (Yam); 3. Rick Schaffner (Yam); 4. Micky Griffin (Yam); 5. Andy Chersin (Yam).

125 BEG: 1. Dustin Meyer (Kaw); 2. Mike Smith (Hon); 3. Gavin Rome; 4. Rick Lakin (Yam); 5. Randy Webb (Suz).

125 NOV: 1. David Sullins (Yam); 2. Chad Gaumer (Hon); 3. Blake Bukamier (Yam); 4. Nicholas Hensley (Yam); 5. Danny Mohr (Yam).

125 INT: 1. Jason Ciarletta (Yam); 2. Joshua West (Yam); 3. Erik Meyer (Yam); 4. Brandon Milstead (Suz).

125 PRO: 1. John Sereika (Yam).
250 BEG: 1. J. Dean Mesa (Hon); 2. Chuck Sisler (Kaw); 3. Cameron Berry (Hon); 4. Garrett Mathews (Hon); 5. Joe Willardsen (Kaw).

250 NOV: 1. Adam Owsley (Kaw); 2. Patrick Terry (Yam); 3. Jake Smith (Hon); 4. Jim Brown (Yam); 5. Jeremy VanRyn.

250 INT: 1. Josh Fink (Yam); 2. Bomber Hernandez (Hon); 3. Mike Davis (Yam); 4. Brandon Milstead (Suz); 5. Mike Bozarth (Yam).

250 PRO: 1. Konstantin Dezugunov (Kaw).
25+ BEG: 1. Jason McDonald (Hon); 2. Dion Barboza (Yam); 3. Jesse Corgan (Yam).

25+ INT: 1. Duane Benner (Kaw).
30+ BEG: 1. Jason Broussard (Yam); 2. Michael Samia (Yam); 3. David Quizon (Kaw); 4. John Hammonds (Suz); 5. Tony Williams (Yam).

30+ NOV: 1. Brent Potter (Kaw).
30+ INT: 1. Jerry Hensley (Yam).

Kennedy, Gazafy sizzle in OTMX drizzle

By Bob Alloy

SAN BERNARDINO, CA, APR. 11

The Riverside Old-Timers Motocross Club, along with the Los Angeles chapter, attended Glen Helen Raceway as guests of the Over The Hill Gang for a day of racing. Unfortunately, the weather was not up to par, and showers late in the afternoon resulted in many canceled motos. The motos that were not canceled turned into mud baths.

Master A-class racer Willie Kennedy was unbeatable, leading the action from start to finish. Scott Davis came out with a slow start but quickly compensated and charged in for a second-place finish. Before Davis could better his first-moto performance, rain canceled the second moto.

Carl Gazafy got an excellent start and continued flying over all the jumps and doing all the right things to take the checkered flag in the Master B class. Jack Roten did some fast moving up to secure second place, but once again rain canceled the second moto.

In the Expert class, moto one started with 11 racers following Bill Schultz to the first turn. Jon Marshall was in hot pursuit. On lap four, Mike Ferro maneuvered past Marshall and seized second. Rob Ruder overcame his poor start and moved up, passing six riders along the way. The moto ended with Schultz taking first, Ferro zapping second and Ruder wrapping up third.

In the second moto, six riders opted out because of the rain, but four hearty racers tried to make the best of it. Ferro splashed in to take the lead for two laps, followed by Schultz and Paul Heckman, but unfortunately the race was black-flagged due to the rain.

The Novice class had the first race of the day, and they were fortunate enough to complete two motos. Things got under way with 20 riders on the line charged and ready to go. Bill Lyons pulled off an excellent holeshot start and led until Barry Simon moved in and took over on the second lap. Simon kept the power up all the way for first place. John Craft finished in second, followed by Lyons. Greg Burrows overcame a poor start with some fast moving and garnered fourth. Bob Alloy followed Burrows in for fifth.

Moto two saw Simon again take the lead and keep it for another first. Craft kept moving up through the line and took second. John Webb took third, and he was followed by Lyons. Asker Larnkjaer raced in for a fifth-place finish.

Results

NOV: 1. Barry Simon (KTM); 2. John Craft (Kaw); 3. Bill Lyons (Kaw); 4. Greg Burrow (Yam); 5. John Webb (Hon).

AM: 1. Drew Immitti (KTM); 2. Jeff Petron (Hon); 3. Bob Sherrerd (Yam); 4. John Clemens (Yam); 5. Phil Blackburn (KTM).

EX: 1. Mike Ferro (Yam); 2. Bill Schultz (Kaw); 3. Paul Heckman (Kaw).
MSTR A: 1. Willie Kennedy (Yam); 2. Scott Davis (Hon).

MSTR B: 1. Carl Gazafy (Kaw); 2. Jack Roten (Hon).

Letellier king at Carbondale Hare Scrambles

By Brad Jones

CARBONDALE, KS, APR. 11

Leigh Letellier once again powered his Letko Cycles KTM to the overall win at round two of the Forward Motion Hare Scrambles Series at the Santa Fe Cycle Park.

At the start of the AA class, Aaron Hall proved that it does not take new equipment to lead a hare scrambles. Hall took his 11-year-old Honda and smoked everyone to the first turn for the lead. Scott Harper had a good start, but instead of turning with the pack, he went straight, causing massive carnage. Caught in the pileup was the 1998 champ, Tom Klimm. As luck would have it, Letellier had trouble starting his bike on the starting line, which enabled him to sweep around the pile of crashed riders.

Out of turn one, it was Hall, Mark Burghardt and Letellier. Hall rode like a bottle rocket for the first lap. Letellier overtook Burghardt, then Hall, in the grass-track section near the pits.

"I wanted to push hard and see if I could get a cushion on second," said Letellier. "I knew I was going to get tired late in the race."

Letellier did exactly that. With two laps to go, he ended trying to jump over a mudhole. The crash allowed Burghardt and Terry Gilliland, who were battling for second, to catch up. Trying to sort himself out after the crash,

Letellier followed a lapper through a rut and Burghardt muscled past for the lead. In the final lap, Letellier refocused and pressed Burghardt hard. A lapped rider got in the way of Burghardt, and Letellier blasted by for the lead to take the overall win.

Results

AA: 1. Leigh Letellier (KTM); 2. Mark Burghardt (KTM); 3. Terry Gilliland (G-G); 4. Eric Burghardt (Yam); 5. Brent Henry (KTM).

A: 1. Bob Haney (Yam); 2. Mike Sanders (Yam); 3. Roger LeRette (KTM); 4. Terry Myers (Hon); 5. John Charlson (Kaw).

B: 1. Johnny Wilhite (Yam); 2. Adrian Bryant (ATK); 3. Matt Glenn (Hon); 4. Chris Burghardt (Yam); 5. Darren Reeves (Hon).

105: 1. Justin Jackson (Kaw); 2. Jay Jackson (Yam); 3. Nigel Bayless (Kaw); 4. Chris Snyder (Hon).

200: 1. Eric Lorenz (KTM); 2. Andrew Mertz (Yam); 3. Jase Jackson (Yam); 4. Brian Renton (Kaw); 5. Jim Duffy (KTM).

250: 1. Brad Jones (Kaw); 2. Garrett Joyce (KTM); 3. Jim Barnes (Kaw); 4. Robbie Johnson (Hon); 5. Joe Garza (Hon).

OPEN: 1. Chad Hancock (Hon); 2. Matt Fleming (KTM); 3. Matt Yates (Kaw); 4. Jessie Heberling (Hon); 5. Kevin Enyart (Yam).

35+: 1. Jim Dittmer (KTM); 2. Mike Sittin (KTM); 3. Gary Dick (Yam); 4. Jerry Rice (Kaw); 5. Jeff Harville (KTM).

50+: 1. Ron Less (KTM); 2. Sheldon Otto (KTM); 3. Lee Glenn (Hon); 4. Gary Russell (Hon); 5. George MacGregor (KTM).

TR: 1. Todd Griffin (Kaw); 2. Jeff Colson (Yam); 3. Steve Barth (Hon); 4. Chris Emory (KTM); 5. Kevin Brown (Hbg).

Stewart snakes St. George Motocross crown

By Dick Goodwin

ST. GEORGE, UT, APR. 17

Tyler Stewart parlayed fast starts and solid racing into the overall 250cc Junior crown at St. George Raceway, as the Yamaha hotshoe won both motos of the competitive class.

Rory O'Neill blasted off the gate to start race one, towing Stewart and Bubba Theobald in his wake. Peter Sundell and Jace Kirk were also battling with the leaders. The man on the move was Mike Nelson, who battled his way into fourth by the completion of the first lap. O'Neill opened it up and threw a lead at Stewart, who was comfortably ahead of a scrap for third between Theobald and Mike Nelson.

Positions at the front stayed static until late in the race, when Stewart decided to take it to the next level. He hit the big quad jump to close up on O'Neill and then stuffed him in the sweeper before the tabletop to take over the lead. O'Neill hung in close, and Mike Nelson charged up to make it a one-two-three blur at the finish. Theobald overcooked the final corner to gift Donald Sweitzer with fourth.

O'Neill and Stewart started one-two again as the second moto got under way. This time it was Jeremy Nelson and Adam Harrison following close behind. O'Neill made a slight bobble as Stewart and Jeremy Nelson scooted past him. Rory recovered quickly and retook second place as Stewart was building a lead out front. Stewart was cruising, but the fight for second between Mike Nelson, Jeremy Nelson and O'Neill was tight. After several laps, O'Neill finally busted free and led Jeremy Nelson and Mike Nelson across the finish line. No one was faster than Tyler Stewart, however, as he roared across the finish line for his second straight win and the overall 250cc Junior crown. O'Neill, Mike Nelson and Mike Teichert finished the overall in second through fourth.

The always fast, always interesting and usually unpredictable 125cc Junior division was also busting berms. In the second moto, Scott Theobald roosted home with the win over Willie Ungerman, but it was Joseph Page's third-place finish, combined with his first-moto win, that catapulted him into first overall 125cc Junior. Scott Theobald earned second overall, with Joshua Thurgood and Willie Ungerman in third and fourth.

Results

P/W STK (4-6): 1. Tanner Krahenbuhl (Cob); 2. Tash Hansen (Cob); 3. Blake Savage (KTM); 4. Codi Norton (KTM); 5. Kaden Murphy (KTM).

P/W STK (7-8): 1. Ronnie Goodwin (Cob); 2. Dillan Glendenning (Cob); 3. Jaegher LaFontaine (Cob); 4. Quade Haynie (Lem); 5. Casey Mello (HM).

P/W OPEN (4-6): 1. Tanner Krahenbuhl (Cob); 2. Tash Hansen (Cob); 3. Blake Savage (KTM); 4. Codi Norton (KTM); 5. Kaden Murphy (KTM).

P/W OPEN (7-8): 1. Ronnie Goodwin (Cob); 2. Dillan Glendenning (Cob); 3. Quade Haynie (KTM); 4. Nicholas Mickels (KTM); 5. Brittany Foster (Yam).

5/P/W: 1. Ronnie Goodwin (Cob); 2. Dillan Glendenning (Cob); 3. Tanner Krahenbuhl (Cob); 4. Quade Haynie (Lem); 5. Levi Hall (Lem).

60 NOV (6-8): 1. Austin Stucki (Kaw); 2. Ronnie Goodwin (Kaw); 3. Tony Caputo (Kaw); 4. Gregory Forsyth (KTM); 5. Ryan Forsyth (Kaw).

60 NOV (9-11): 1. Brandon Kealamakia (KTM); 2. Brett Preuss (Kaw); 3. Edge Berry (Kaw); 4. Andrea Camden (Kaw); 5. Cory Cordero (Kaw).

60/80 BEG: 1. Jacob Jones (Hon); 2. Joshua LaFontaine (Yam); 3. Scott Slocum (Suz); 4. Jeff Dewaal (Yam); 5. Jake Yardley (Kaw).

80 NOV (7-11): 1. Brandon Kealamakia (KTM); 2. Wesley Harris (Yam); 3. Tracon Kirk (Yam); 4. Brett Preuss (Kaw); 5. Ryan Shaw (Yam).

80 NOV (12-15): 1. Tony Westbay (Kaw); 2. Jeffrey Page (Kaw); 3. Nick Bulloch (Kaw); 4. Stephan Camden (Yam); 5. Zac Humphries (Yam).

80 INT: 1. Kyle Partridge (Suz); 2. Kappy Kealamakia (Kaw).

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27. 85cc Modified 14-15 yr
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6/19-20/99	Village Creek	Ft Worth, TX	(817) 572-7713
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6/12-13/99	Cedar Hill	Magnolia, AR	(870) 342-5373
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3/14/99	Glen Helen	San Bernadino, CA	(909) 880-3090
3/27-28/99	Two Rivers Racing	Milliken, CO	(970) 587-5770
5/1-2/99	New Mexico Comp. Club	Moriarty, NM	(505) 884-9033
5/8-9/99	Yampa Vly Dirt Riders	Craig, CO	(303) 271-0190
5/22-23/99	Cedar Raceway Pk.	Cedar City, UT	(435) 559-7223

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6/19-20/99	Glen Helen	San Bernadino, CA	(909) 880-3090
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S/MINI: 1. Kyle Partridge (Suz); 2. Kappy Kealamakia (Kaw); 3. Jeffrey Page (Kaw); 4. Wesley Harris (Yam).
125 BEG: 1. Justin Yardley (Kaw); 2. Brandon Quayle (KTM); 3. Ryan Yardley (Hon); 4. Mike Mader (Hon); 5. Richard Dahl (Hon).

125 JR: 1. Joseph Page (Kaw); 2. Scott Theobald (Yam); 3. Joshua Thurgood (Yam); 4. Willie Ungerman (Yam); 5. Matt Button (Yam).

125 INT: 1. Marcus Davis (Yam); 2. Daniel Price (Yam); 3. Chase Holyoak (Kaw); 4. Randy Stefan (Suz).

125 PRO: 1. Monte Montague (Yam); 2. Kirk Huff (Hus).
250 JR: 1. Tyler Stewart (Yam); 2. Rory O'Neill (Kaw); 3. Mike Nelson (Kaw); 4. Mike Teichert (Hon); 5. Peter Sundell (Hon).

250 INT: 1. Justin Dopf (Hon); 2. Brandon Stewart (Kaw); 3. Paul Frieze (Yam); 4. Kelly Oldroyd (Yam); 5. Glenn Weidman (Suz).

250 PRO: 1. Monte Montague (Yam); 2. Larry Lawrence (Kaw); 3. Kirk Huff (Yam); 4. Mike Chase (Suz).

OPEN JR: 1. Scott Theobald (Yam); 2. Joseph Page (Kaw); 3. Joshua Thurgood (Yam); 4. Matt Button (Yam); 5. Boe Krahenbuhl (Yam).

OPEN INT: 1. Justin Dopf (Hon); 2. Randy Stefan (Suz).

OPEN PRO: 1. Larry Lawrence (Kaw); 2. Mike Chase (Suz).

25+ JR: 1. Danny Park (KTM); 2. Rory O'Neill (Kaw); 3. Mike Maxfield (Kaw).

25+ INT: 1. Jim Maxfield (Yam).

30+ JR: 1. Bradley Hanning (Yam); 2. Mike Teichert (Hon); 3. Roger Carston (Yam); 4. Brett Booth (Yam); 5. Michael Collins (Kaw).

30+ INT: 1. Rich Stucki (Hon); 2. Paul Freize (Yam); 3. Glenn Weidman (Suz); 4. Wayne Hunt (Hus); 5. Bennie Brown (Yam).

Marco poleaxes minis at Carlsbad Motocross

By Kirk Chandler

CARLSBAD, CA, MAR. 27

European mini racer Glacomell Marco swept both 80cc Novice-class motos at the CMXR Winter Series finals. Marco roiled around the mini pack in both motos, catching the 125cc and 250cc Beginner-class leaders.

When the gate fell for the first moto, Tristan Kallas and his YZ80 were out front and pulling through the infield. Marco got a midpack start but made quick work of the mini field. By the end of the first lap, Marco had caught the tail end of the first gate of riders, and from that point on it was a game of patience as he tore the competition to shreds. By the end of the third lap, Marco had moved around Sharlin Humphreys to take over the fourth spot on the track. Marco had three more riders to pass in less than two laps, and the first rider to get passed was 125cc rider Shane McCassey. Without hesitation, another pass was made almost immediately on Paul Terry, who was competing in the Vet 30 Beginner class.

When the white flag dropped, only one rider was between Marco and the overall moto win. That rider was 125cc Beginner Jonathan Robinson, and Marco made the pass in the back section of the track, giving young Marco the class lead and the overall win against the big bikes.

Marco lost the race to the first turn again in the second moto, as Brandon Friestat took the lead through the opening hairpin corner. Marco was again on a mission to capture the overall moto win while being on an 80cc motorcycle. As he started on the second row, this appeared to be nearly impossible, yet he had done it once and he was bound and determined to do it again. He carved through the pack with fierce speed and awkward lines at which most Carlsbad locals would cringe.

Meanwhile, three other riders had a progressive battle going on at the front of the field. When the white flag flew, the trio of Rob Guzzo, Robinson and Terry had been reeled in by Marco. With only one lap left, it would have been a miracle if Marco were to pull off another upset, but it was not meant to be. Guzzo and Robinson managed to squeak their front wheels across the line before Marco could blaze around them.

The field of 80cc Novice racers round the first corner at Carlsbad Raceway.

Results

80 BEG: 1. Kyle Anderson (Kaw); 2. Corey Gustafson (Yam); 3. Brandon Freistat (Hon).

80 NOV: 1. Glacomell Marco (Hon); 2. Tiffany Holtman (Hon); 3. Tristan Kallas (Yam).

125 BEG: 1. Jonathan Robinson (Yam); 2. Sharlin Humphreys (Yam); 3. Shane McCassey (Kaw).

125 NOV: 1. Jeremy Burke (Hon); 2. Kirk Barnett (Hon); 3. Adam Fichtelman (Yam).

250 BEG: 1. Mark Anderson (Yam); 2. Tim Lyons (Hon); 3. Kenny Bingham (Hon).

250 NOV: 1. Kirk Chandler (Hon); 2. Dane Andersen (Yam); 3. Todd Freistat (Yam).

250 INT: 1. Josh Tupa (Yam); 2. D.R. Clement (TM); 3. Glenn Cunningham (Hon).

OPEN NOV: 1. Jeff Lysdale (Kaw); 2. Bill Justice (Kaw); 3. Steve Holtman (Hon).

30+ BEG: 1. Paul Terry (Yam); 2. Brian Moore (Yam).

30+ NOV: 1. Jeff Lysdale (Kaw); 2. Dan Lockwood (Yam); 3. Marcus Havens (Yam).

30+ INT: 1. Tim Theodore (Yam); 2. Glenn Cunningham (Hon); 3. Victor Padilla (Kaw).

30+ EX: 1. David Johnson (Yam); 2. Rob Wilshire (Hon); 3. James De Ridder (Yam).

40+ NOV: 1. Jim Myerson (Yam); 2. Rick Renning (Kaw); 3. Bob Johnson (Yam).

40+ INT: 1. Rod Hendrickson (Yam); 2. Brad Cutcott (Kaw); 3. Bob Barnett (Yam).

40+ MSTR: 1. Daniel Davalos (Yam); 2. Craig Infield (Hon).

40+ EX: 1. David Johnson (Yam); 2. Joe Padilla (Hon); 3. Alan McDonald (Hon).

50+ OPEN: 1. Scott Davis (Hon); 2. Tim Daily (Kaw); 3. Dave Jacobus (Yam).

WMN NOV: 1. Tiffany Holtman (Kaw); 2. Karen Arcars (Kaw); 3. Jenny Mairena (Yam).

Amateurs attack Silverdome Supercross

By Carl Davis

PONTIAC, MI, APR. 11

After close to 65,000 fans watched Jeremy McGrath cruise to victory in Saturday evening's professional supercross, around 1500 amateurs stayed over and attacked the same track on Sunday morning for the nation's only amateur supercross. A somewhat toned-down but still very challenging track was necessary to make the track passable for a variety of riders at the 24th annual Michigan Motorcycle Dealers Association-sponsored Silverdome International Amateur Supercross Championship.

Among the wide variety of riders competing at the event were some Micro (4- to 6-year-old) competitors. Joshua Lascola and Robert Goupill battled for first place in their Micro main event. Lascola ended up the victor.

At the other end of the racing spectrum were the Over 45 veteran riders. Ohio veteran Henry Gref tried to hold off the crafty Skip Stewart. The duo has been involved in motocross racing for a number of years and are still going strong. On the day, Gref was the strongest.

In the middle of the range was 16-year-old Ian Hammond, who has recently moved up to the A class and is considering the big move into the pro ranks soon.

Hammond had a strong showing at the dome, taking wins in the 125cc A class and the 16- to 24-year-old division as well.

Other riders with strong riding performances and double class wins included mini rider Mickey Marshall, who ruled the 80cc Expert class over Adam Jones. Marshall also took the Supermini-class win over Carl Schlacht. Robert Huston was the king of the veteran riders at the dome, winning the Vet Over 35 class ahead of Curt Holzer and David Mack. Huston also won the Over 40 class over Brian Broadwell and Brett Doolittle.

Results

51 (4-6): 1. Joshua Lascola; 2. Robert Goupill; 3. Travis Smith; 4. Brandon Addicott; 5. Ed Montreuil.

51 (7-8): 1. James Roberts; 2. Shelby Landis; 3. Robert Johnson; 4. Adrian Ford; 5. Shane Carpenter.

51 (4-6) MOD: 1. Westen Hale; 2. Christ Parrish; 3. Kyle Stephens; 4. Tallon Simmons; 5. Tony Daldana.

51 (7-9) MOD: 1. Anthony Jennings; 2. Tony Gallo; 3. Jordan Strickland; 4. Andrew Murnane; 5. Corey Carr.

60 (7-11): 1. Joel Jager; 2. Taylor Harmon; 3. Ryan Quinn; 4. Ryan Brumfield; 5. Cody Jones.

80 BEG: 1. Russell Ausicker; 2. Chris Lamont; 3. Tony Gagliardo; 4. Nathan Arthur; 5. C.J. Ross.

80 NOV: 1. Joshua Lichtle; 2. A.J. Hattery; 3. Travis Peynter; 4. Mike Willey; 5. Nick Benz.

80 EX: 1. Mickey Marshall; 2. Adam Jones; 3. Eric Miller; 4. Mitchell Dennis.

S/MINI: 1. Mickey Marshall; 2. Carl Schlacht; 3. Sarah Whitmore; 4. A.J. Hattery; 5. C.J. Wynn.

125 JR: 1. Brian Gerth; 2. Andy Whitelow; 3. Joshua Cislo; 4. John Penrod; 5. Corey Davis.

125 BEG: 1. Jeremy Robinson; 2. David McDonald; 3. Rick Roland; 4. Mitch Allen; 5. Troy Schweiger.

125 NOV: 1. Michael Jones; 2. Chad Wolever; 3. Jim Richardson; 4. Ray Medina; 5. Jacob Shaw.

125 INT: 1. Paul Kissig; 2. Ryan Tow; 3. Kevin Smith; 4. Rob Jones; 5. Chad Bracket.

125 EX: 1. Ian Hammond; 2. Anthony Atwood; 3. Chris Lowell; 4. Randall Lamkin; 5. Marty O'Hara.

250 BEG: 1. Dell Ott; 2. Devan Raines; 3. Mike Johns; 4. Heath Geiger; 5. Stephen Naas.

250 NOV: 1. Joey Reasoner; 2. Ray Medina; 3. Chris Davenport; 4. Chris Irey; 5. Mike Themel.

250 INT: 1. Rob Jones; 2. Ryan Tow; 3. Matt Ketcherson; 4. Ronnie Zingg; 5. Ryan Brandenburg.

250 EX: 1. Brad Dixon; 2. Chris Lowell; 3. Matt Powers; 4. Gary Radzicki; 5. Don Weimer.

16-24: 1. Ian Hammond; 2. Ryan Brandenburg; 3. Brian Sommer; 4. Terry Whitmore; 5. Chad Bracket.

WMN: 1. Sarah Whitmore; 2. Linda Miller; 3. Shannon Audette; 4. Brandy Chupp; 5. Laurie Sape.

25+: 1. Gary Radzicki; 2. Tom Deguise; 3. Marty O'Hara; 4. Ron Whitaker; 5. Brian Youngs.

30+: 1. Don Weimer Jr.; 2. David Mack; 3. Victor Edgar; 4. Jeff Gauger; 5. Tom Deguise.

35+: 1. Robert Huston; 2. Curt Holzer; 3. David Mack; 4. Bob Hearthy; 5. D. Scott Bishop.

40+: 1. Robert Huston; 2. Brian Broadwell; 3. Brett Doolittle; 4. Jarrett Newby; 5. Mark Cook.

45+: 1. Henry Gref; 2. Skip Stewart; 3. Michael Stokes; 4. Lonnie Warpup; 5. Frederick Watson.

VINT: 1. Yasin Sharif; 2. Steve Gaggi; 3. Mark Cook; 4. Curt Rustowicz; 5. Jeffrey Genaw.

Larsen takes wing at D-14 MX Spring Fling

By Kevin S. Mitchell

STANTON, MI, APR. 3

On a day that had temperatures in the high 80s, the racing was as hot as the weather. Many riders turned out for a wonderful day of District 14 competition. The turnout was so large that qualifiers were needed to narrow down the fields for the 125 B, 125 C and 250 C classes.

Nate Larsen flew to the overall win in the 250cc division. Suzuki rider Jason Ashby was second. Meanwhile, Joshua Woods won the 125cc B class.

Jeremy Hughson took a narrow win over Kyle Kohler in the 16- to 24-year-old age group. Hughson had the third-fastest lap of the day with a time of 1:53.

Matthew Crown and his Kawasaki had a very busy day. Crown won the Over 25 and Over 30 classes and took second in the 250cc A race. He also had the second-fastest lap time, a 1:51.

Anticipation ran high for the 250cc A race, the fastest class of the day. For the second moto, a huge crowd gathered at the 120-foot valley jump. In most of the afternoon classes, two or three races in each race would jump the valley. However, the star-studded 250cc A race had everyone high in the air. During the actual race, Matt Maximoff battled with Matt Crown and Jimmy Wilson for the moto win.

Results

50 SHAFT: 1. James Roberts (Yam); 2. Adrian Ford (Yam); 3. Austin L. Nelson (Yam); 4. Sara Roberts (Yam); 5. Zachary Bassler (Yam).

50 BEG: 1. Jordan Demorest (Yam); 2. Trenton Risner (Yam); 3. Brandon Dickson (Yam); 4. Jacob McCloud; 5. Ryan Watson (Yam).

50 JR: 1. James Schnaus (Cob); 2. Austin L. Nelson (Lem); 3. Tallon Simmons (Cob); 4. Brock Bernholtz (KTM); 5. Chad Beehler (Cob).

50 SR: 1. Brian D. Papst (Cob); 2. Dustin Droscha (Cob); 3. Matthew R. Adrian (Cob); 4. Steve Daly (Cob); 5. Matt Watson (Cob).

60: 1. Grant W. Moreland (Kaw); 2. Thomas Templeton (Kaw); 3. Joel A. Jager (KTM); 4. Dustin J. Durbin (Kaw); 5. John Jackson (Kaw).

80 BEG: 1. Ryan L. Donaldson (Kaw); 2. Anthony J. Tanner (Yam); 3. Rocky Snell (Yam); 4. Tyler M. Weston (Kaw); 5. Mike Ford (Kaw).

80 (7-11): 1. Grant W. Moreland (Suz); 2. Josh Lichtle (Suz); 3. Eric Muller (Suz); 4. Corey Slavik (Kaw); 5. Jerry Lorenz III (Yam).

80 (12-15): 1. Nicholas A. Vaughn; 2. Scotty Thomason (Suz); 3. Brian L. Schuitman (Yam); 4. Brad Smith (Hon); 5. Brad Modjewski (Suz).

125 A: 1. Jimmy Wilson (Yam); 2. John E. Grewe (Suz); 3. Matt P. Maximoff (Kaw); 4. Michael Cole (Kaw); 5. Jason R. Vienot (Yam).

125 B: 1. Joshua Woods (Kaw); 2. Henry W. Wiles (Suz); 3. Thomas E. Osmialowski (Suz); 4. Kyle Kohler (Yam); 5. Derrek Rose (Hon).

125 C: 1. Nate Larsen (Kaw); 2. Tony Whitmore (Yam); 3. Kyle Bagla (Yam); 4. Raymond Medina (Yam); 5. Ryan R. Micho.

125 JR: 1. Thomas E. Osmialowski (Suz); 2. Billy Lichtle (Yam); 3. Danny Beckett Jr. (Suz); 4. Nicholas P. Adams (Kaw); 5. Tyler Wethington (Kaw).

250 OPEN A: 1. Matt Maximoff (Kaw); 2. Matthew L. Crown (Kaw); 3. Jimmy Wilson (Yam); 4. Michael Cole (Kaw); 5. David Oettel (Suz).

250 OPEN B: 1. Joshua Woods (Kaw); 2. Kyle G. McLeod.

(KTM); 3. Scott Zielinski (Suz); 4. Mark K. Bradley (Yam); 5. Robert D. Smutz (Kaw).

250 OPEN C: 1. Nate Larsen (Kaw); 2. Jason Ashby (Suz); 3. Kirk Seabolt (Hon); 4. Daniel Wydeck Jr. (Suz); 5. Art E. Whitmore (Yam).

16-24: 1. Jeremy D. Hughson (Yam); 2. Kyle Kohler (Yam); 3. Frank Jungnitsch (Suz); 4. Jon D. Logan (Yam); 5. Chad Hauser (Kaw).

25+: 1. Matthew L. Crown (Kaw); 2. John E. Grewe (Suz); 3. Richard P. Shearing (Kaw); 4. Darren K. O'Boyle (Yam); 5. Dave Korte (Kaw).

30+: 1. Matthew L. Crown (Kaw); 2. John F. Grewe (Suz); 3. Edward Hietje IV (Kaw); 4. Richard M. Machniak (Hon); 5. James R. Marsack (Yam).

35+: 1. David Mack (Kaw); 2. Gary Seibert (Suz); 3. James R. Marsack (Yam); 4. Connie J. Feist (Yam); 5. David R. Bowman (Suz).

40+: 1. David R. Bowman (Suz); 2. Jeffrey A. Bost (Hon); 3. Darrel Hiltz (Hon); 4. Rick G. Kent (Yam); 5. Mike Peskin (Suz).

50+: 1. John Korte; 2. Douglas Hilderbrant (Kaw); 3. Larry Brock (Hon); 4. Ronald E. Sage (Yam); 5. Edward Hietje III.

BMBR: 1. Michael R. Watson (Kaw).

NON-CUR: 1. Kevin Hilderbrant (Hon); 2. Russell Johnson (Suz); 3. Larry Brock (Hon); 4. Neil Cooper (Suz); 5. Justin Sessink (Hon).

VINT: 1. Mike Vancamp (Yam).

WMN: 1. Jessica M. Beerbower (Yam); 2. Sarah R. Whitmore (Yam); 3. April Schroyer (Yam); 4. Amanda Shands (Kaw); 5. Shelley Charbonneau (Yam).

Vintage McNamara at Burleson Motocross

By Helen Wheels

BURLESON, TX, APR. 25

Usually, on an "iffy" weather day, the iron men of old motocross racing fill the park. The "honey-do" list must have been long on this particular race day, as only 32 entered vintage machines were logged on the race-results sheets for the second round of the Texas Vintage Racing Club Spring Series, held at Burleson Motocross Park.

Dave Allard, aboard his KX400, and CZ-mounted Ronnie Welch stretched off the start toward the first turn, with Allard nailing the holeshot in the first moto of the combined Vintage Intermediate and Masters class. Motor gremlins leaped onto Welch's bike in the first turn, putting him at the back of the pack as Intermediate racer Bill Reagan snapped up the number-two position on his Bultaco. Reagan raced at the rear wheel of Master-class racer Allard for two laps before he could get around for the lead in the first section of track on lap three.

Meanwhile, Chris Richardson held on to third, followed by fourth-placed Skippy Miller aboard his Penton. Husky-mounted Michael Snoddy held fifth, while AMA district rep Britt Lambert held down sixth place on his Maico.

Reagan, Allard and Richardson began to pull away from the rest of the vintage pack as Miller raced alone in third, several seconds in front of Snoddy when the checkered flag came out.

The second moto saw Welch on a repaired machine in the holeshot position, chased feverishly by Bob McNamara, Reagan, Richardson and Allard. All stayed close together for two laps before a little terra firma began to distance the riders. Welch never looked back as he took the checkered flag first, followed by Reagan and McNamara.

Welch's first-moto DNF only netted him fourth-place points in the Masters division, while McNamara used his 3-2 for the overall spot. Richardson gathered up a 2-3 for second, with Allard taking third by way of his 1-4 tally.

Results

VINT BEG: 1. John Pearson (CZ); 2. Scott Beam.

VINT INT: 1. Bill Reagan (Bul); 2. Skippy Miller (Pen); 3. Michael Snoddy (Hus); 4. Britt Lambert (Mai).

VINT MSTR: 1. Bob McNamara (Kaw); 2. Chris Richardson; 3. Dave Allard (Kaw); 4. Ronnie Welch (CZ).

VINT L/W GP: 1. Bob McNamara (Hon).

VINT L/W GP: 1. Mike Partain (Hon); 2. Cris Barton (Yam); 3. Ken Walden (Yam).

GP AM D-1: 1. R.W. (Bob) Aldridge.

GP AM D-2: 1. Carter Fournier (Mai); 2. James Nees (Suz).

GP INT D-1: 1. Skip Miller (Pen); 2. John Maxson (Suz).

GP INT D-2: 1. Chad Comer (Kaw); 2. Rick Peterson (Yam); 3. Eric Bennett (Yam); 4. John Doskokil; 5. Ken Walden (Yam).

GP MSTR D-1: 1. Cris Barton (Hus).

GP MSTR D-2: 1. Billy Smith (Hon); 2. Joe Busby (Mai); 3. Cris Barton (Hus); 4. David Thompson (Yam).

Reha rails REM Glen Helen Motocross

By Rocky Hash

SAN BERNARDINO, CA, APR. 24

Inclement weather made consistent riding and goggle prep the keys to victory as Racing Enterprises Motorsports kicked off their 10th annual Saturday Spring Series, held at Glen Helen Raceway Park. One of the best contests of the day came in the Over 40 Junior division, in which Mark Reha won the all-important second moto to secure the class win on the day.

Kawasaki-mounted Mike Cassell grabbed the holeshot at the start of the first moto. B.B. Vegeta maneuvered his CR into the second slot, while Wayne Wells ran third. Reha held the fourth position, and Honda rider John Tookey

filled out the top five at the end of lap one. Vegeta pushed Cassell back to second on lap three as he took over the point. Reha displaced Wells on the same lap and moved up to the third position, right behind Cassell. Tookey dumped his machine in the back section, allowing Leo Kirschner to move his Honda up into the fifth spot.

Out front, Vegeta was on the move as he opened up a five-second lead by the halfway point in the moto. Reha was also managing the conditions well, as he finally was able to find a way around Cassell with three laps to go. Once in second, Reha enjoyed some clear track, but he was unable to cut into Vegeta's lead, which was now up to six seconds.

Wells came forward late, as he passed Cassell just before the white flag to move back into third. The last lap saw Vegeta make no mistakes as he motored all the way to the checkered flag for the moto win. Reha followed him in with a second-place ride, while Wells held on for the third position.

The light drizzle of moto one turned to a full rain by the time the racers lined up for the second go-around. When the gates hit the ground, it was Reha nailing the holeshot as the pack slid through the first turn. Behind him, Kirschner jockeyed into second, with Cassell again gating well and running third. The top five positions were filled out by Wells and Vegeta as the racers came through the scoring section for the first time.

On lap two, Wells went around both Kirschner and Cassell to take over the second spot. Out front, Reha was steady on the slick track as he scratched out a two-second lead on Wells. Vegeta was also riding strong, as he moved up to occupy the third position just before the halfway point of the moto. As the moto wore on, the rain came down even harder, but Reha seemed unaffected as he continued steadily, albeit soggy, with the lead. Wells and Vegeta began to scrum for the second spot, and the two riders rode side by side for two laps, each trying desperately to avoid the other's roost. The dispute was settled just before the two-laps signal was given, when Vegeta motored by cleanly and took over second.

When the white flag came out, Reha was a full 10 seconds out front and pulling away. At the checkers, Reha coasted in for the moto win and the overall victory on the day. Vegeta was next best, as he rode in to finish second, while Wells was rewarded for his consistency as he rounded out the top three.

Results

PRO: 1. Doug Dubach (Yam); 2. Willy Musgrave (KTM); 3. Mark Tilley (KTM).
125 INT: 1. Tim Olson (Hon); 2. Josh Stice (Yam); 3. Steve Sailing (Yam).
125 JR: 1. Chris Avery (Yam); 2. Brian Paterson (Suz); 3. Chris Boucher (Hon).
250 JR: 1. Mark Oldroyd (Hon); 2. James England (Hon); 3. Brian Corton (Yam).
250 BEG: 1. Jimmy Sailing (Yam); 2. Dan French (Suz); 3. Matt Sulgado (Hon).
VET INT: 1. Denny Davidow (Kaw); 2. Jeff Kaplan (Kaw); 3. Brad Diez (Yam).
VET JR: 1. Cameron Funk (Yam); 2. Eric Crippa (Hon); 3. Billy Frendo (Suz).
VET BEG: 1. John Stohl (Hon); 2. James Linder (Kaw); 3. Craig Atchison (Hon).
40+ JR: 1. Mark Reha (Yam); 2. B.B. Vegeta (Hon); 3. Wayne Wells (Hon).
40+ INT: 1. Steve Roark (Yam); 2. Scott Mays (KTM); 3. Brian Lester (Kaw).
40+ EX: 1. Dennis Boulware (Yam); 2. Gary Scott (Yam); 3. Mark Hall (Yam).
40+ MSTR: 1. Rich Eierstedt (KTM); 2. Willie Amaradio (Yam); 3. Gary Jones (KTM); 4. Ron Lawson (Hus); 5. George Kohler (Yam).
50+ MSTR: 1. Alan Olson (Yam); 2. Bengt Johansson (Yam); 3. Ray Pisarski (Kaw); 4. Jody Weisel (Yam); 5. Larry Popp (Hon).

Moreland wins Moreland MX

By Kevin S. Mitchell

STANTON, MI, MAR. 20

Spring motocross arrived in Michigan with beautiful weather. Snow and heavy mud was still on the track just days before the first race at the Moreland motocross track. Organizers rerouted the track to bypass the valley area, as it was too wet. Warm, windy weather and many hours of hard work by the Moreland crew assured racers of great racing and a dry place to park.

When racing got under way, home-track star Grant Moreland swept both the 60cc and the 80cc (7-11) classes. Adrenaline flowed through the veins of the 80cc Beginners, as many had their engines way past redline at the start of the first moto. Anthony Tanner took the overall from Kawasaki rider Mike Ford.

The 50cc Shaft Drive class had a tight battle on the separate Pee Wee track, with James Roberts taking the wins over Yamaha rider Austin Nelson. Nelson did not feel bad about his second-place showing, as he won the 50cc Junior class on the big track. Another two-class rider was Dan Chapel, who won the Over 30 class and took second in the Over 35 class on his Yamaha YZ400.



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Sean O'Connor went 2-1 to win the Intermediate 125cc class at round three of the GFI Spring Series, held at Starwest Cycle Park in Moreno Valley, California.

As the morning warmed up and the track thawed out, riders had to watch for wet, sticky spots that would grab the motorcycles' wheels. The best way through was to grip the tank and the bars hard and stay on the gas.

By the afternoon, most of the track was worked up and loose, with deep, tacky, muddy soil everywhere. This was no problem for local ace Brad Kress, as he performed his usual high-flying act to dominate the 250cc A class while setting the fastest laps of the day.

The 125cc B and C classes had several first-turn pileups, due to their spring enthusiasm, but everyone got up and got back on their bikes, with Billy D. Lichtle winning over Chad Remelts in the 125cc B class. Fred Dickson came away with the 125cc C-class win, followed by Daniel Wydeck Jr.

Results

50 SHAFT: 1. James Roberts (Yam); 2. Austin L. Nelson; 3. Isaac Scheid (Yam); 4. Sara Roberts (Yam); 5. Kyle Dryer (Hon).
50 JR: 1. Austin L. Nelson; 2. Steven Halberstadt (Lem); 3. Dougie Moline (KTM).
50 SR: 1. Brian D. Papst (Cob); 2. Steve Daly; 3. Jerry Stoken (Cob); 4. Michael Ross (Cob); 5. Torin Gunther.
60: 1. Grant W. Moreland (Kaw); 2. Dustin J. Durbin (Kaw); 3. Ryan Lloyd (Kaw); 4. Brian D. Papst (Kaw); 5. Michael Sutherland (Kaw).
80 BEG: 1. Anthony J. Tanner (Yam); 2. Mike Ford (Kaw); 3. Cody Murphy (Kaw); 4. Collin Greenop (Kaw); 5. Darrell Draher (Hon).
80 (7-11): 1. Grant W. Moreland (Suz); 2. Josh Lichtle (Suz); 3. Dustin J. Durbin (Kaw); 4. Brian D. Goodricke (Yam); 5. Jason T. Enzor (Yam).
80 (12-15): 1. Sarah R. Whitmore (Yam); 2. Rocky Snell (Yam).
125 A: 1. Dane Grivicic (Yam); 2. Daren G. Alvesteffer (Hon); 3. Jason W. Roesler (Suz); 4. Tommy Kirk (KTM).
125 B: 1. Billy D. Lichtle (Yam); 2. Chad Remelts (Yam); 3. Jacob C. Dickenson (Yam); 4. Carl Heiler (Yam); 5. Andrew Laczo (Yam).
125 C: 1. Fred Dickson (Kaw); 2. Daniel Wydeck Jr. (Hon); 3. Raymond Medina (Yam); 4. Paul J. Eldredge (Yam); 5. Jake Ederer (Yam).
125 JR: 1. Michael Laeder (Hon).
250 OPEN A: 1. Brad M. Kress; 2. Sean Conley.
250 OPEN B: 1. Terry J. Whitmore (Yam); 2. Tony Fuzi (Hon); 3. Dan Wiersena; 4. Travis L. Fuzi (Hon); 5. John Petsnick (Suz).
250 OPEN C: 1. Art Whitmore (Yam); 2. Jeff Connors (Yam); 3. Robert Millen (Kaw); 4. Michael Downey (Kaw); 5. Dan A. Davis (Hon).
16-24: 1. Jason W. Roesler (Yam); 2. Jeff Custafson (Suz); 3. Rocky Esckelson (Kaw); 4. Dane Grivicic (Yam); 5. Andrew J. Whitmore (Yam).
25+: 1. Rob Richardson (Yam); 2. Aaron M. Apostol (Hon); 3. Chad Bowen (Kaw); 4. John R. Love (Yam); 5. Rob Shafer (Yam).
30+: 1. Daniel W. Chapel (Yam); 2. Tom Brocker (Hon); 3. Rodney Brezinski (Hon); 4. Bradley Dalton (Yam); 5. Steve Morris (Hon).
35+: 1. Jeff J. Brown (Hon); 2. Daniel W. Chapel (Yam); 3. Russ Johnson (Suz); 4. Robert E. Brown (Hon); 5. Thomas P. Enzor (Hon).
40+: 1. Rob Shafer (Yam); 2. Rick G. Kent (Yam); 3. Mike Peskin (Suz); 4. Timothy C. Jackson (Hon); 5. Benjamin Wanke (Yam).
DRY DOGS: 1. Kevin S. Mitchell (Hus).
NON-CUR: 1. Russ I. Johnson (Suz); 2. Matthew Mennare (Hon); 3. Cory Sutherland (Yam); 4. Scott Hinton (Hon).
WMN: 1. Brandy Chupp (Kaw).

Lusk, Dymond sparkle at Starwest Motocross

By Greg Robertson

MORENO VALLEY, CA, APR. 18

Hollis Lusk and Matt Dymond claimed overall wins in the 80cc and 125cc Beginner classes, respectively, as round three of the GFI Racing Spring Series made its way to Starwest Motocross Park.

In 80cc Beginner first-moto action, Matthew Kelly put his CR80 into the top spot on the opening lap, and he stayed there until the checkers came out. Lusk kept Kelly honest for the duration of the moto to finish in second, ahead of Joshua Brown and James Hill.

The tables were turned in the second moto when Lusk skated away with the early lead over Kelly. Lusk knew what he had to do, and he kept his KX80 just ahead of Kelly to take home the overall with his tie-breaking second-moto win. Brown again crossed the line in third, followed by Hill and Billy Brubaker.

Kevin Harshman reeled off the 125cc Beginner first-moto holeshot and ran out in front for a little over a lap before going down and recovering in fourth place. Dymond inherited the lead and quickly put some breathing room between himself and Charles Bartlett and Jeff McClure. It was Dymond all the way, as he dominated the rest of the moto for the win. Both McClure and Harshman worked their way around Bartlett to finish in second and third, respectively, with David Dymond climbing up from a bad start to earn fifth.

Harshman proved again to be the quickest out of the gate as he grabbed the early second-moto lead. Matt Dymond had gated in second place, and he slowly chipped away at Harshman's lead until he overtook the position just before the midway point. Matt Dymond continued on to go 1-1 to sweep the field. Harshman had no trouble finishing in the runner-up position to claim second overall. Due to a bad start, David Dymond spent another moto passing people, to finish third and fourth overall behind the 2-4 of McClure.

Double class winners included Johnny Jelderda in the 50cc (7-8) Stock and Open classes on his Lem. KTM-mounted Shawn Hayes was untouchable in the 60cc Novice and Open races, and Craig McCall went 2-1 in both the Over 25 and Over 30 Intermediate classes for a pair of overall wins. **CN**

Results

50 STK (4-6): 1. David Brown (Cob).
50 STK (7-8): 1. Johnny Jelderda (Lem); 2. Marcus Carrillo (Lem).
50 OPEN: 1. Johnny Jelderda (Lem); 2. Marcus Carrillo (Lem); 3. Justin Jeffers (KTM).
60 BEG: 1. George Jeffers (Kaw); 2. Anthony Rondon (Kaw); 3. Richard Sterling (Kaw); 4. Jonathan Horgan (Kaw); 5. Daniel Brown (Kaw).
60 NOV: 1. Shawn Hayes (KTM); 2. Jamie Lanza (KTM); 3. Jake Hulett (Kaw).
60 OPEN: 1. Shawn Hayes (KTM); 2. Jake Hulett (Kaw); 3. Mark Proscelle (Kaw).
80 F/T: 1. Matt Aragon (Yam); 2. David Burns (Kaw); 3. Luke Hughes (Hon).
80 BEG: 1. Hollis Lusk (Kaw); 2. Matthew Kelly (Hon); 3. Joshua Brown (Kaw); 4. James Hill (Yam); 5. Neil McCorkell (Hon).
80 NOV: 1. Kevin Hunter (Yam); 2. Jeff Loop (Yam); 3. Richie Casiano (Yam); 4. Mark Proscelle (Kaw); 5. Bruce Prochnav (Hon).
80 INT: 1. Zac Wray (Yam).
80 OPEN/EX: 1. Ben Ramsaran (Yam); 2. Zachary Cruz (Suz); 3. Billy Brubaker (Hon).
B/W: 1. Jeff Loop (Kaw).
S/MINI: 1. Ben Ramsaran (Yam).
125 BEG: 1. Matt Dymond (Yam); 2. Kevin Harshman (Hon); 3. Jeff McClure (Kaw); 4. David Dymond (Yam); 5. Scott Magdalen (Yam).
125 NOV: 1. Ryan McGee (Yam); 2. Billy Arnone (Yam); 3. Mike Davis (Yam); 4. Richard Albach (Yam); 5. Matthew Prochnav (Hon).
125 INT: 1. Sean O'Connor (Yam).
250 BEG: 1. Kris Bowers (Hon); 2. Salvador Hernandez (Yam); 3. Daniel Yohan (Yam); 4. Edward Hernandez (Yam).
250 NOV: 1. Alvino Garcia (Yam).
250 INT: 1. Nick McBride (Yam); 2. Bomber Hernandez (Hon); 3. Brandon Prochnav (Hon); 4. Charley Rennie (Kaw).
25+ INT: 1. Craig McCall (Kaw); 2. David Bagwell (Suz).
30+ BEG: 1. Al Garcia (Suz).
30+ NOV: 1. Milton Mize (Kaw).
30+ INT: 1. Craig McCall (Kaw); 2. David Bagwell (Suz).
30+ EX: 1. David Johnson (Yam).
30+ PRO: 1. Konstantin Dergunov (Kaw).
35+ EX: 1. David Johnson (Yam).
40+ NOV: 1. Bill Cotton (Suz).
40+ INT: 1. Phillip Taboada (Suz); 2. W.G. Wilson (Suz).

Road Race

NCMRRRA

C'ship Round 2

Prairie City SVRA

Sacramento, CA

March 28

By Ken Callahan

STK YAM

Jerry Douglas

Jim Davis

Eric Bateman

Scott Shearer

Barb Pearce

S/SPT YAM

Jerry Johnson

Jerry Douglas

Scott Shearer

Scott Wilson

Mark Wanta

S/BK YAM

Brian Harp

Dan Merino

Eric Bateman

Tom Griffith

Jerry Johnson

60 GP

Brian Harp

Eric Bateman

Jeff Greene

Jerry Johnson

Mark Wanta

80 GP

Brian Short

Dan Merino

Tim Barkley

Ken Takeda

Michael Lynn

F-80

Brian Harp

Dan Merino

Brian Short

Mike Cullen

Tim Barkley

NOV STK YAM

Tom Cummins

Paul Valls

William Olive Jr.

Jimmy Cummins

John Decota

NOV S/SPT YAM

Mike Flores

William Olive Jr.

Roger Bridenstein

Joe Cioni

Phillip Senechal

NOV S/BK

Mike Flores

Kyra Geuting

Erin Magers

Tyler Zambory

Josh Klotovich

B/W

Richard Serne

Ray Ruggles

William Olive Sr.

WMN YAM

Barb Pearce

Carmela Eager

Sam Merino

Laura Douglas

Kyra Geuting

MOD VET YAM

Tom Griffith

Carmela Eager

Ray Ruggles

Miles McGowan

Liesl Barkley

OPEN VET YAM

Mike Cullen

Tim Barkley

Ken Takeda

Art Martinez

DINO

Michael Lynn

Mark Cozzens

Mark Wanta

Art Martinez

Jerry Douglas

NOV TRPHY DSH

Shawn Shuman

William Olive Jr.

Roger Bridenstein

William Olive Sr.

Joe Cioni

Ronnie Snell

4-STRK

Shannon Hayes

Matt Little

John Lang

David Wilson

0-200 C

David Blevins

Brandon Whittis

Julie McWilliams

David Reusch

250+ C

Josh Mullins

Mike Tipton

Adam Gray

Chris Lovas

Kirk Sparrow

250 A

David McWilliams

Joe Etienne

OPEN A

Cecil Kelly

TR

Charlie Speagal

Eric Eveslage

250 C

Shaun O'Connell

Eric Stacks

Dave Thompson

Brent Parks

Harry Parks Jr.

25+

Kevin Gnapp

Trent Bartolotti

Tim Holtinger

Todd Morrow

Al Conde

SR D-1

Johnny Young

Dave Maras

Aaron Ridsen

Tim Holtinger

John Pappa

SR D-2

Ed Rutushin

Lonnie Wells

Larry Kinsey

Lee Stere

Andy Fountain

S/SR

Frank Erbe

Phil Andrews

OPEN

John Pappa

Lonnie Wells

Bruce Jackson

Andy Sczypta

Randy Penn

BMER

Luke Nieb

Scott Hayes

S. James Work

Ray Martin

EXTRA

Chuck Woodford

Aaron Johns

Steve Pfaff

Jeff Madertiz

Aaron Clark

4-STRK

Jim Sanders

Andy Sczypta

Bruce Jackson

Donny Davis

WMN

Kimberly Kocher

Alicia Foulkes

VINT

John Hemman

James Work

James Kostival

Joe Kimes

Ray Martin

250 C

Shaun O'Connell

Eric Stacks

Dave Thompson

Brent Parks

Harry Parks Jr.

25+

Kevin Gnapp

Trent Bartolotti

Tim Holtinger

Todd Morrow

Al Conde

SR D-1

Johnny Young

Dave Maras

Aaron Ridsen

Tim Holtinger

John Pappa

SR D-2

Ed Rutushin

Lonnie Wells

Larry Kinsey

Lee Stere

Steve A. Long	Yam	Brian Hott	Suz
Edmund Lewis	Yam	B PROD	
D S/BK NOV		David Frawley	Hon
Joshua Steinberg	Hon	Robert Culp	Suz
Steven R. Bell	Yam	Jason H. Bockelman	Suz
Greg Kalla	Yam	Jeff Selbert	Suz
Jerald Watts	Suz	Christopher Calogero	Suz
Randy Dalmas	Kaw	B S/BK EX	
F-1 EX		Roger Lee Hayden	Suz
William Mrlkas	Yam	Jeff Kramer	Suz
Bryan Bemisderfer	Yam	B S/BK NOV	
Quentin Mise	Yam	Bruce Ostrander	Suz
F-1 NOV		David W. Lacavich	Suz
David Collette Jr.	Suz	Charles T. Allen	Suz
Todd Funkhouser	Kaw	Jeff Selbert	Suz
Steve Smith	Suz	Dennis O'Brien	Kaw
Mark Reeser	Suz	B S/STK	
A.J. Helsley	Suz	Roger Lee Hayden	Suz
F-2 EX		Jeff Kramer	Suz
C. Brian Kraget	Yam	Travis King	Suz
Jon Hovey	Yam	Tripp Volz	Suz
Steve Keener	Yam	Nick Daniels	Kaw
Paul A. Wernle Jr.	Suz	C PROD	
Lonnie Lawson	Hon	David Frawley	Hon
F-2 NOV		Jeff Selbert	Suz
Joshua Steinberg	Hon	Jason H. Bockelman	Suz
Steven R. Bell	Yam	Robert Culp	Suz
Matt Henderson	Hon	Christopher Calogero	Suz
Greg Kalla	Yam	C S/BK EX	
Stuart Lamont	Yam	Roger Lee Hayden	Suz
F-500		Jeff Kramer	Suz
George Fitz Sr.	Hon	Greg D. Stollsteimer	Suz
Sean M. Dwyer	Yam	Jeff Muskopf	Suz
Bill Eskam	Yam	Fred Garcia	Kaw
Justin J. Massey	Suz	C S/BK NOV	
Mark Wyland	Yam	David Frawley	Hon
F-RD		Jeff Selbert	Suz
Richard Lucas	Yam	Jason H. Bockelman	Hon
Harold L. Hudnell	Yam	Samuel J. Whitton	Hon
David J. Myers	Yam	Robert A. Perry	Kaw
Mark Wyland	Yam	C S/STK	
Dick Gruhn	Yam	Roger Lee Hayden	Suz
H/W TW EX		Jeff Kramer	Suz
Paul A. Wernle Jr.	Suz	Mark Oldham	Hon
Glen Pison	Hon	Jason Trowbridge	Suz
Jason A. Morse	Suz	Greg D. Stollsteimer	Suz
Bryan Shields	Suz	CLBMN EX	
H/W TW NOV		Jay McMackin	Hon
Greg Callahan	Suz	CLBMN NOV	
Jim Furbur	Hon	Robert Terando	Rtx
L/W TW EX		Karen E. Reilly	Apr
Robert Rudnicki	Suz	Howard Lee Rigozzi	Suz
Paul A. Wernle Jr.	Kaw	Aaron B Smith	Yam
Bill Siewert	Kaw	Daniel L. O'Brien	Hon
L/W TW NOV		D S/BK EX	
Joshua Steinberg	Hon	Robert T. DiCello	Yam
Alan Lapp	Hon	Matt Spiroff	Hon
Randy Dalmas	Kaw	Chuck Schweain	Hon
Thomas J. Fitzpatrick II	Hon	Darcy L. Parks	Yam
Ray Fields	Hon	Terry L. Abbott	Suz
VINT 1		D S/BK NOV	
Chris Marshall	Hon	Luke Nievar	Hon
Stanley Lipert	Hon	Agan Alkan	Yam
William Buff Harsh III	Hon	Rob Stevens	Hon
Daniel Kane	Hon	Leon Biggs	Yam
Pete Halko	Hon	Jimmy Tokos Jr.	Hon
VINT 2		F-1 EX	
Stanley Lipert	Hon	Tripp Volz	Suz
Sean M. Dwyer	Yam	Jason Trowbridge	Suz
William Buff Harsh III	Nor	F-1 NOV	
Chris Marshall	Hon	Bruce Ostrander	Suz
Erik Green	Hon	David W. Lacavich	Suz
VINT 3		Jeff Selbert	Suz
Jesse W. Morris		Christopher Calogero	Suz
David Roper	Hon	Charles T. Allen	Suz
Chris Marshall	Hon	F-2 EX	
Stanley Lipert	Hon	Robert T. DiCello	Yam
Craig Charles	Yam	Terry L. Abbott	Suz
VINT 4		F-2 NOV	
Dan Gundlach	Yam	Dan Zimmerly	Yam
Eric Mercer	Yam	Agan Alkan	Yam
David Roper	Yam	Leon Biggs	Yam
Richard G. Anderson	Yam	Gary Waggoner	Apr
Craig Charles	Yam	H/W TW EX	
VINT 6		Tripp Volz	Suz
C. Brian Kraget	Yam	Edward Yetter	Suz
Steve Keener	Yam	Terry L. Abbott	Suz
Chris Wilcox	Hon	H/W TW NOV	
Robert H. Wigdorski Jr.	Suz	Scott W. Evans	Suz
Road Race		L/W TW EX	
WERA Sportsman		Chuck Schweain	Hon
Series		Terry L. Abbott	Suz
Gateway		Jay McMackin	Hon
East St. Louis, IL		L/W TW NOV	
April 11		Luke Nievar	Hon
125 GP		Mark R. Polk	Hon
Paige S. Hearn	Hon	Rob Stevens	Hon
A S/STK		Robert Terando	Rtx
Roger Lee Hayden	Suz		
Nick Daniels	Kaw		
Tripp Volz	Suz		

Send results of races ASAP after the event to: Results, Cycle News, P.O. Box 5084, Costa Mesa, CA 92628-5084. Results should be typewritten, and include the type of event, name of race track, city and state where located, date of event, name of person submitting the material, the top five finishers in each class, and the brand of bike each finisher rode.

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VALENTINO ROSSI

ROAD RACING

FIM 500cc World Championship Road Racing Series (After 3 of 15 rounds):

1. Alex Criville (Hon), Spain	(54/1 win)
2. Kenny Roberts Jr. (Suz), Modesto, CA	(53/2 wins)
3. Carlos Checa (Yam), Spain	(36)
4. Mick Doohan (Hon), Australia	(33)
5. Sete Gibernau (Hon), Spain	(33)
6. Max Biaggi (Yam), Italy	(27)
7. Norick Abe (Yam), Japan	(27)
8. Tadayuki Okada (Hon), Japan	(25)
9. Juan Borja (Hon), Spain	(20)
10. Regis Laconi (Yam), France	(18)
Alex Barros (Hon), Brazil	(18)

FIM 250cc World Championship Road Racing Series (After 3 of 15 rounds):

1. Tohru Ukawa (Hon), Japan	(60)
2. Loris Capirossi (Hon), Italy	(57/1 win)
3. Valentino Rossi (Apr), Italy	(45/1 win)
4. Shinya Nakano (Yam), Japan	(41/1 win)
5. Marcellino Lucchi (Apr), Italy	(28)
6. Franco Battaini (Apr), Italy	(26)
7. Jeremy McWilliams (Apr), England	(18)
8. Roberto Rolfo (Apr), Italy	(17)
9. Daijiro Kato (Hon), Japan	(15)
10. Olivier Jacque (Yam), France	(13)
Naoki Matsudo (Yam), Japan	(13)

FIM 125cc World Championship Road Racing Series (After 3 of 15 rounds):

1. Masao Azuma (Hon), Japan	(75/3 wins)
2. Emilio Alzamora (Hon), Spain	(52)
3. Gianluigi Scalvini (Apr), Italy	(33)
4. Lucio Cecchinello (Hon), Italy	(30)
5. Jeronimo Vidal (Apr), Spain	(21)
6. Hideyuki Nakajoh (Hon), Japan	(20)
7. Arnaud Vincent (Apr), France	(19)
8. Simone Sanna (Hon), Italy	(19)
9. Youichi Ui (Der), Japan	(16)
10. Kazuto Sakata (Hon), Japan	(15)

FIM World Superbike Championship Series (After 3 of 13 rounds):

1. Carl Fogarty (Duc), England	(135/3 wins)
2. Troy Corser (Duc), Australia	(112/2 wins)
3. Colin Edwards II (Hon), Conroe, TX	(97/1 win)
4. Aaron Slight (Hon), New Zealand	(82)
5. Akira Yanagawa (Kaw), Japan	(66)
6. Noriyuki Haga (Yam), Japan	(50)
7. Dorian Romboni (Duc), Italy	(44)
8. Katsuki Fujiwara (Suz), Japan	(32)
9. Pier-Francesco Chili (Suz), Italy	(31)
10. Gregorio Lavilla (Yam), Spain	(18)

AMA MBNA Superbike Series (After 5 of 13 rounds):

1. Mat Mladin (Suz), Australia	(161/1 win)
2. Ben Bostrom (Duc), Granada Hills, CA	(135)
3. Larry Pegram (Duc), Baltimore, OH	(124/1 win)
4. Anthony Gobert (Duc), Australia	(123/2 wins)
5. Doug Chandler (Kaw), Salinas, CA	(122)
6. Miguel Duhamel (Hon), Canada	(115/1 win)
7. Aaron Yates (Kaw), Milledgeville, GA	(113)
8. Rich Oliver (Yam), Fresno, CA	(107)
9. Jason Pridmore (Suz), Ventura, CA	(102)
10. Jamie Hacking (Yam), Boiling Springs, SC	(98)

AMA Pro Honda Oils 600cc Supersport Series (After 5 of 13 rounds):

1. Nicky Hayden (Hon), Owensboro, KY	(151/2 wins)
2. Tommy Hayden (Yam), Owensboro, KY	(147/2 wins)
3. Jamie Hacking (Yam), Boiling Springs, SC	(120)
4. Rich Oliver (Yam), Fresno, CA	(119)
5. Aaron Yates (Suz), Milledgeville, GA	(116)
6. Steve Crevier (Suz), Canada	(116)
7. Miguel Duhamel (Hon), Canada	(115/1 win)
8. Kurtis Roberts (Hon), Frederick, MD	(108)
9. Josh Hayes (Suz), Gulfport, MS	(100)
10. Jason Pridmore (Suz), Ventura, CA	(87)

AMA Lockhart Phillips USA 750cc Supersport Series (After 5 of 12 rounds):

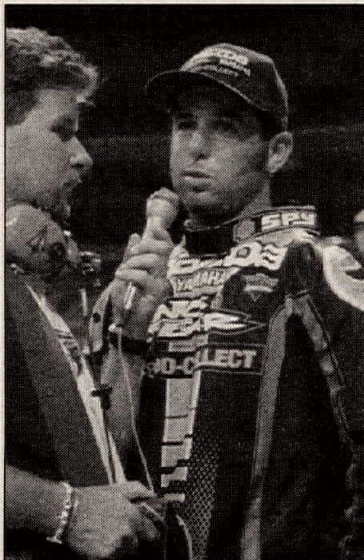
1. Tom Kipp (Suz), Chardon, OH	(177/4 wins)
2. Jimmy Moore (Suz), Eugene, OR	(146)
3. Tommy Hayden (Yam), Owensboro, KY	(136)
4. Jamie Bowman (Suz), Tequesta, FL	(115)
5. Richard Alexander Jr. (Suz), Carmel, NY	(113)
6. Mario Duhamel (Suz), Canada	(110)
7. Jake Zemke (Suz), Paso Robles, CA	(105)
8. James Randolph (Suz), Santa Rosa, CA	(95)
9. Brian Parriott (Hon), Calistoga, CA	(87)

AMA Mazda Trucks 250cc Grand Prix Series (After 5 of 13 rounds):

1. Chuck Sorensen (Yam), San Jose, CA	(165/3 wins)
2. Quenni King (Yam), Miami, FL	(132)
3. Geep Terranova (Yam), San Jose, CA	(126/1 win)
4. Greg Esser (Yam), Pompano Beach, FL	(114)
5. Jeffrey Vos (Yam), Holland, MI	(94)
6. Al Salaverria (Apr), San Francisco, CA	(93)
7. Derek King (Hon), Charleston, SC	(90)
8. John France (Yam), West Melbourne, FL	(88)
9. Ed Sorbo (Yam), Redlands, CA	(86)
10. Chris Ulrich (Yam), Lake Elsinore, CA	(84)

AMA Sunoco Race Fuels Formula Xtreme Series (After 4 of 12 rounds):

1. Kurtis Roberts (Hon), Frederick, MD	(134/2 wins)
2. Mark Miller (Yam), Long Beach, CA	(99)
3. Grant Lopez (Suz), Mobile, AL	(94)
4. Josh Hayes (Suz), Gulfport, MS	(90)
5. Mike Sullivan (Kaw), Centralia, WA	(89)
6. Nicky Hayden (Hon), Owensboro, KY	(86/2 wins)



JEREMY McGRATH

7. Steve Grigg (Kaw), Asheville, NC	(82)
8. Cory Call (Suz), Sacramento, CA	(80)
Chris Voelker (Hon), Bradley, CA	(80)
10. Paul Harrell (Yam), Canyon Country, CA	(77)

AMA Progressive Insurance Pro Thunder Series (After 5 of 12 rounds):

1. Shawn Conrad (Duc), Sheboygan Falls, WI	(147)
2. Shawn Higbee (Bue), Waterford, WI	(129/2 wins)
3. Cory Call (Duc), Sacramento, CA	(128/1 win)
Billy Graef (Bue), Sheboygan, WI	(128)
5. Bill St. John (Duc), Cullman, AL	(121)
6. James Lickwar (Tri), San Francisco, CA	(116)
7. Thomas G. Montano (Duc), Berkeley, CA	(114/1 win)
8. Tom Hull (Duc), Mesa, AZ	(102)
9. Gavin Slabbert (Duc), Loomis, CA	(80)
10. Christopher Boy (Lav), Gulf Stream, FL	(76)

MOTOCROSS

AMA Mazda Trucks 250cc National Motocross Series (After 1 of 12 rounds):

1. Sebastien Tortelli (Hon), France	(50/1 win)
2. Mike LaRocco (Hon), South Bend, IN	(34)
Mickael Pichon (Hon), France	(34)
4. Ezra Lusk (Hon), Bainbridge, GA	(33)
5. Ryan Hughes (Hon), Temecula, CA	(31)
6. Damon Huffman (Kaw), Acton, CA	(29)
7. Greg Albertyn (Suz), South Africa	(27)
Jeff Emig (Kaw), Riverside, CA	(27)
9. Robbie Reynard (Suz), Norman, OK	(26)
10. Jeremy McGrath (Yam), Menifee, CA	(24)

AMA Mazda Trucks 125cc National Motocross Series (After 1 of 12 rounds):

1. Ricky Carmichael (Kaw), Havana, FL	(50/1 win)
2. Nicholas Wey (Kaw), Dewitt, MI	(40)
3. Tallon Vohland (Hon), Citrus Heights, CA	(37)
4. Mike Brandes (Suz), Quail Valley, CA	(34)
5. Casey Johnson (Yam), Lake Elsinore, CA	(32)
6. Brock Sellards (Hon), New Philadelphia, OH	(29)
7. Casey Lytle (Yam), Santa Clarita, CA	(27)
8. Ernesto Fonseca (Apr), Costa Rica	(26)
9. Scott Sheak (Kaw), Corona, CA	(25)
10. Travis Preston (Suz), Hesperia, CA	(22)

Toyota Truck/Thor/Parts Unlimited AMA Supercross Series (After 16 of 16 rounds):

1. Jeremy McGrath (Yam), Menifee, CA	(356/8 wins)
2. Ezra Lusk (Hon), Bainbridge, GA	(273/5 wins)
3. Mike LaRocco (Hon), South Bend, IN	(267)
4. Mickael Pichon (Hon), France	(244)
5. Larry Ward (Suz), Florence, SC	(240/1 win)
6. Damon Huffman (Kaw), Acton, CA	(203)
7. Kevin Windham (Hon), Baton Rouge, LA	(166/2 wins)
8. Tim Ferry (Yam), Largo, FL	(162)
Greg Albertyn (Suz), South Africa	(162)
10. Robbie Reynard (Suz), Norman, OK	(155)

AMA Western Regional 125cc Supercross Series (After 8 of 8 rounds):

1. Nathan Ramsey (Kaw), Corona, CA	(170/5 wins)
2. Casey Lytle (Yam), Saugus, CA	(164)
3. Isaiah Johnson (Kaw), Albuquerque, NM	(112)
4. David Pingree (Suz), Menifee, CA	(104/1 win)
5. Michael Brandes (Suz), Quail Valley, CA	(103)
6. Ryan Clark (Kaw), Albuquerque, NM	(100)
7. Casey Johnson (Yam), Murietta, CA	(94/2 wins)
Greg Schnell (Yam), Rancho Cucamonga, CA	(94)
9. Travis Preston (Suz), Hesperia, CA	(80)
10. Erick Vallejo (Kaw), Mexico	(78)

AMA Eastern Regional 125cc Supercross Series (After 7 of 7 rounds):

1. Ernesto Fonseca (Yam), Costa Rica	(172/6 wins)
2. Nick Wey (Kaw), Dewitt, MI	(119)
3. Robbie Horton (Hon), Blountville, TN	(103)
4. Brock Sellards (Hon), New Philadelphia, OH	(98/1 win)
5. Danny Smith (Hon), Eagle, ID	(88)
6. Jim Neese (Yam), Greensboro, NC	(79)
7. Jiri Dostal (Suz), Quail Valley, CA	(77)
8. Joseph Oehlhof (KTM), Wapakoneta, OH	(73)
9. Jason Thomas (Yam), Melrose, FL	(67)
10. Kelly Smith (KTM), Ludington, MI	(66)

FIM 125cc World Championship Series (After 2 of 13 rounds):

1. Alessio Chiodi (Hus), Italy	(77/3 wins)
2. Claudio Federici (Yam), Italy	(65/1 win)
3. Mike Brown (Hon), Piney Flats, TN	(39)
4. Thomas Traversini (Hus), Italy	(36)

5. Johnny Aubert (Hus), France	(34)
6. Patrick Caps (Hon), Belgium	(33)
7. Carl Nunn (Yam), England	(30)
8. Luigi Seguy (Hon), France	(28)
9. Steve Ramon (Kaw), Belgium	(23)
10. Eric Camerlengo (Yam), Italy	(22)

FIM 250cc World Championship Series (After 2 of 16 rounds):

1. Marnicq Bervoets (Kaw), Germany	(120/3 wins)
2. Pit Beirer (Kaw), Germany	(117/1 win)
3. Frederic Boileau (Hon), France	(109/2 wins)
4. David Vullemin (Yam), France	(85/1 win)
5. Ryan Hughes (Hon), Temecula, CA	(79)
6. Joshua Coppins (Suz), New Zealand	(71)
7. Leon Geisbers (Suz), Holland	(64)
8. Remy Van Rees (Kaw), Netherlands	(58)
9. Mickael Maschio (Yam), France	(50)
10. Peter Ivan (Kaw), Belgium	(44)

FIM 500cc World Championship Series (After 2 of 13 rounds):

1. Joel Smets (Hbg), Belgium	(63/2 wins)
2. Yves Demaria (Hus), France	(54/1 win)
Andrea Bartolini (Yam), Italy	(54)
4. Sandro Puzar (Yam), Italy	(51)
5. Trampas Parker (KTM), USA	(45/1 win)
6. Jocke Karlsson (Hon), Sweden	(38)
7. Peter Johansson (KTM), Sweden	(37)
8. Darryll King (Hus), New Zealand	(33)
9. Shayne King (KTM), New Zealand	(29)
10. Francisco Garcia Vico (Yam), Sweden	(25)



JAY SPRINGSTEEN

DIRT TRACK

AMA Grand National Championship Series (After 2 of 22 rounds):

1. Nicky Hayden (H-D), Owensboro, KY	(33)
2. Chris Carr (H-D), Fleetwood, PA	(32)
3. Jay Springsteen (H-D), Lapeer, MI	(31)
4. Brett Landes (H-D), Los Gatos, CA	(26)
5. Will Davis (H-D), Goldsboro, NC	(24/1 win)
6. Rich King (H-D), Dysart, IA	(21)
7. Kevin Atherton (H-D), White Pigeon, MI	(15)
Ronnie Jones II (H-D), Oklahoma City, OK	(15)
9. Bryan Bigelow (H-D), Au Gres, MI	(14)
10. Joe Kopp (H-D), Mica, WA	(13)

AMA Supertrapp SuperTracker Series (After 1 of 10 rounds):

1. J.R. Schnabel (Suz), West Bend, WI	(23/1 win)
2. Steve Morehead (Suz), Findlay, OH	(19)
3. Mike Hacker (H-D), Prince George, VA	(16)
4. Robert Miller (H-D), New Holland, PA	(15)
5. Brett Landes (H-D), Los Gatos, CA	(14)
6. Brian Kromroy (H-D), Madison, WI	(13)
7. Rich King (Hon), Dysart, IA	(12)
8. Joe Kopp (Suz), Mica, WA	(11)
9. Joey Brock (H-D), Indianapolis, IN	(10)

AMA Harley-Davidson Sportster Performance Series (After 1 of 15 rounds):

1. Gary Rogers, San Jose, CA	(23/1 win)
2. Shaun Russell, San Jose, CA	(19)
3. Willie McCoy, Richardson, TX	(16)
4. Robert Miller, New Holland, PA	(15)
5. Nate Wait, Lodi, CA	(14)

OFF ROAD

AMA National Championship Hare Scrambles Series (After 4 of 9 rounds):

1. Doug Blackwell (Yam), Parkersburg, WV	(80/1 win)
2. Brian Garrahan (KTM), Boulder Creek, CA	(78/1 win)
3. Shane Watts (KTM), Australia	(55/1 win)
4. Erik Kohler (Yam), Sacramento, CA	(47)
5. Michael Lafferty (KTM), Millville, NJ	(44/1 win)
6. Craig Wesner (Kaw), Windsor, CA	(43)
7. Jim Jarrett (Kaw), Minerva, OH	(34)
8. Kelly Pepper (Yam), Center, CO	(33)
9. Roderick Kreiss (Kaw), Concord, CA	(32)
10. Robbie Zimmerman (Yam), Alta, CA	(28)

AMA Acerbis National Enduro Series (After 4 of 15 rounds):

1. Ty Davis (Yam), Hesperia, CA	(97/2 wins)
2. Randy Hawkins (Yam), Travelers Rest, SC	(73)
3. Shane Watts (KTM), Australia	(68/2 wins)
4. Michael Lafferty (KTM), Millville, NJ	(64)
5. Brian Garrahan (KTM), Boulder Creek, CA	(54)
6. Destry Abbott (Kaw), Peoria, AZ	(52)
7. Matt Stavish (Hon), Blaine, MN	(51)
8. Frank Ramey (G-G), Abbeville, SC	(41)
9. Clay Boreing (G-G), Magnolia, AR	(28)
10. Russell Pearson (KTM), Las Vegas, NV	(27)

AMA Grand National Cross Country Series (After 3 of 13 rounds):

1. Shane Watts (KTM), Australia	(59/2 wins)
2. Michael Lafferty (KTM), Millville, NJ	(48)
3. Steve Hatch (Suz), Phoenix, AZ	(47)
4. Paul Edmondson (Suz), England	(37)
Scott Summers (Hon), Petersburg, KY	(37)
Rodney Smith (Suz), Oakley, CA	(37)
7. Fred Andrews (Kaw), Salem, OH	(33)
8. Joel Dengler (Suz), NJ	(32)
9. Jim Jarrett (Kaw), Minerva, OH	(30)
10. Randy Hawkins (Yam), Travelers Rest, SC	(27)

AMA National Championship Hare & Hound Series (After 3 of 7 rounds):

1. Brian Brown (Kaw), Nampa, ID	(80/1 wins)
2. Destry Abbott (Kaw), Peoria, AZ	(55/1 win)
3. Ty Davis (Yam), Hesperia, CA	(51/1 win)
4. Dan Richardson (Kaw), Fountain Valley, CA	(45)
5. Russ Pearson (KTM), Las Vegas, NV	(43)
6. Shane Esposito (Kaw), Reno, NV	(42)
7. Oakley Lehman (Kaw), Sunland, CA	(34)
8. Jeff Capt (Kaw), Lakewood, CA	(29)
9. Abe Baumann (Kaw), Garden Grove, CA	(22)
10. Steve Hengeveld (Kaw), Oak Hills, CA	(21)

AMA National Championship Observed Trials Series (After 2 of 11 rounds):

1. Raymond Peters (G-G), Beaver Dams, NY	(60/2 wins)
2. Geoff Aaron (Bet), Alpine, CA	(50)
3. Ryon Bell (Mon), Canada	(42)
4. Dan Johnson (Bul), Canada	(36)
5. Dennis Sweeten (Mon), Oregon City, OR	(31)
6. Travis Fox (G-G), Montoursville, PA	(28)
7. Chris Bardell (G-G), Millertown, PA	(28)



DAN RICHARDSON

FIM World Championship Road Racing Series

5/23 Paul Ricard, France, Rnd 4
6/6 Mugello, Italy, Rnd 5
6/20 Catalunya, Spain, Rnd 6
6/26 Assen, Holland, Rnd 7
7/4 Donington, England, Rnd 8
7/18 Sachsenring, Germany, Rnd 9
TBA TBA, Rnd 10
8/22 Brno, Czech Republic, Rnd 11
9/5 San Marino, Rnd 12
9/19 Valencia, Spain, Rnd 13
10/3 Phillip Island, Australia, Rnd 14
10/10 Welkom, South Africa, Rnd 15
10/24 Rio de Janeiro, Brazil, Rnd 16
10/31 Buenos Aires, Argentina, Rnd 17
Info: 011/41-22-950-9500

FIM World Superbike Series

5/16 Albacete, Spain, Rnd 4
5/30 Monza, Italy, Rnd 5
6/13 Nurburgring, Germany, Rnd 6
6/27 San Marino, Rnd 7
7/11 Monterey, CA, Rnd 8
8/1 Brands Hatch, England, Rnd 9
8/29 A-1 Ring, Austria, Rnd 10
9/5 Assen, Holland, Rnd 11
9/26 TBA, Rnd 12
10/10 Sugo, Japan, Rnd 13
Info: 011/41-22-950-9500

FIM 500cc World Championship Motocross Series

5/16 Castiglione del Lago, Italy, Rnd 4
5/30 Loket, Czech Republic, Rnd 5
6/13 Teutschenthal, Germany, Rnd 6
7/11 Hawkstone Park, England, Rnd 7
7/18 Lucenc, Slovakia, Rnd 8
8/1 Namur, Belgium, Rnd 9
8/8 Folkedange, Luxembourg, Rnd 10
8/22 Uddevalla, Sweden, Rnd 11
8/29 Kouvola, Finland, Rnd 12
9/5 Lierop, Holland, Rnd 13

FIM 250cc World Championship Motocross Series

5/16 Belo Horizonte, Brazil, Rnd 6
5/30 Foxhill, England, Rnd 7
6/13 Maggiora, Italy, Rnd 8
6/20 St. Jean d'Angely, Europe, Rnd 9
6/27 Kester, Belgium, Rnd 10
8/1 Gdynia, Poland, Rnd 11
8/8 Folkedange, Luxembourg, Rnd 12
8/22 Nismes, Belgium, Rnd 13
8/29 Gaildorf, Germany, Rnd 14
9/12 Budds Creek, MD, Rnd 15

FIM 125cc World Championship Motocross Series

5/16 Mill, Netherlands, Rnd 5
5/30 Foxhill, England, Rnd 6
6/13 Agueda, Portugal, Rnd 7
6/20 Borgo Maggiore, San Marino, Rnd 8
7/11 Launsdorf, Austria, Rnd 9
7/18 Orahova Vas, Slovakia, Rnd 10
8/8 Roggenburg, Switzerland, Rnd 11
8/22 Haenchen, Germany, Rnd 12
8/29 Jastrebarsko, Croatia, Rnd 13

FIM Motocross des Nations

9/26 Indaiatuba, Brazil

FIM World Individual Speedway C'ship Grand Prix Series

6/4 Linköping, Sweden, Rnd 2
7/3 Wrocław, Poland, Rnd 3
7/31 Coventry, England, Rnd 4
8/28 Bydgoszcz, Poland, Rnd 5
9/25 Vojens, Denmark, Rnd 6
7/18 Poole, Great Britain (Intercontinental Final)
7/25 Wrocław, Poland (Continental Final)
10/10 Lonigo, Italy (Grand Prix Challenge)

FIM Trial World C'ship Series

5/29-30 Grossheubach, Germany
6/12-13 St. Gilles/Reunion, France
6/26-27 Exeter, RI
7/3-4 Watkins Glen, NY
9/4-5 Biasca, Switzerland
9/11-12 Lavarone, Italy
9/26 Ettelbruck-Warken, Luxembourg

FIM World Sidecar C'ship

5/16 Jinin, Czech Republic
6/6 Cesis, Latvia
6/13 Jaanikese, Estonia
6/20 Varsseveld, Netherlands
7/4 Lacapelle Marival, France
7/11 Strassbessenbach, Germany
7/25 Rijkseworsel, Belgium
8/1 Chernivtsi, Ukraine
8/8 Kegums, Latvia
9/5 Canada Heights, Great Britain
9/12 Tagerig, Switzerland

AMA MBNA Superbike Series

6/4-6 Braselton, GA, Rnds 6 & 7
6/11-13 Elkhart Lake, WI, Rnd 8
6/18-20 Loudon, NH, Rnd 9
7/16-18 Lexington, OH, Rnd 10
7/30-8/1 Brainerd, MN, Rnd 11
9/17-19 Fountain, CO, Rnd 12
10/1-3 Las Vegas, NV, Rnd 13
Info: 614/856-1900

AMA Drag Specialties Grand National Dirt Track Series

5/22 Harrington, DE, Rnd 3
5/30 Springfield, IL, Rnd 4
6/11 Plymouth, WI, Rnd 5
6/19 Mineralwells, WV, Rnd 6
6/26 Lima, OH, Rnd 7
7/3 Indianapolis, IN, Rnd 8
7/10 Joliet, IL, Rnd 9
7/17 Oklahoma City, OK, Rnd 10
7/24 Du Quoin, IL, Rnd 11
7/31 Rossburg, OH, Rnd 12
8/7 Lake Odessa, MI, Rnd 13
8/11 Rapid City, SD, Rnd 14
8/15 Peoria, IL, Rnd 15
8/21 Hagerstown, MD, Rnd 16
8/28 Sedalia, MO, Rnd 17
9/5 Springfield, IL, Rnd 18
9/11 Dallas, TX, Rnd 19
9/18 Sacramento, CA, Rnd 20
10/2 Las Vegas, NV, Rnd 21
10/10 Del Mar, CA, Rnd 22
Info: 614/856-1900

AMA Mazda Trucks National Motocross Series

5/16 Sacramento, CA, Rnd 2
5/30 Mount Morris, PA, Rnd 3
6/13 Southwick, MA, Rnd 4
6/20 Budds Creek, MD, Rnd 5
7/4 Buchanan, MI, Rnd 6
7/18 New Berlin, NY, Rnd 7
7/25 Troy, OH, Rnd 8
8/1 Washougal, WA, Rnd 9
8/15 Millville, MN, Rnd 10
8/29 Binghamton, NY, Rnd 11
9/5 Delmont, PA, Rnd 12
Info: 614/856-1900

AMA Acerbis

National Enduro Series

5/16 Wellston, OH, Rnd 5
5/29 McArthur, OH, Rnd 6*
6/5 Idaho City, ID, Rnd 7*
6/6 Idaho City, ID, Rnd 8*
6/19 Hurricane Mills, TN, Rnd 9*
6/20 Hurricane Mills, TN, Rnd 10*
7/25 Akeley, MN, Rnd 11
8/22 Indian River, MI, Rnd 12
9/26 New Waverly, TX, Rnd 13
10/31 Delaware City, DE, Rnd 14
*Indicates ISDE Qualifier
Info: 614/856-1900

AMA National

Hare & Hound Series

6/26 TBA/NV, Rnd 6
10/24 Lucerne Valley, CA, Rnd 7
Info: 614/856-1900

AMA National

Hare Scrambles Series

6/27 Ottawa, IL, Rnd 5
7/4 Chelsea, VT, Rnd 6
7/18 Kahoka, MO, Rnd 7
8/29 Millfield, OH, Rnd 8
10/3 Lynnville, IN, Rnd 9
Info: 614/856-1900

AMA Grand National

Cross Country Series

5/22-23 Brownsville, PA, Rnd 7
6/5-6 Boyer, PA, Rnd 8
7/10-11 Fairmont, WV, Rnd 9
8/28-29 Millfield, OH, Rnd 10
9/25-26 Mount Morris, PA, Rnd 11
10/9-10 Lisbon, OH, Rnd 12
10/23-24 Crawfordsville, IN, Rnd 13
Info: 304/284-0084

AMA/NATC National

Observed Trials Championship

5/22-23 Salida, CO
5/29-30 Washougal, WA
6/19 Lock Haven, PA
6/20 Williamsburg, PA
8/21-22 Ute Cup/Sargent, CO
8/28-29 Casper, WY

AMA/District 36 Vintage/Veteran Dirt Track Series

5/15 Lodi, CA, Rnds 19, 20
5/22 Lodi, CA, Rnds 21, 22
6/5 Lodi, CA, Rnds 23, 24
6/12 Lodi, CA, Rnds 25, 26
6/19 Lodi, CA, Rnds 27, 28
6/26 Lodi, CA, Rnds 29, 30
7/10 Lodi, CA, Rnds 31, 32
7/17 Lodi, CA, Rnds 33, 34
7/24 Lodi, CA, Rnds 35, 36
8/14 Lodi, CA, Rnds 37, 38
8/21 Lodi, CA, Rnds 39, 40
9/11 Lodi, CA, Rnds 41, 42
9/18 Lodi, CA, Rnds 43, 44
10/9 Lodi, CA, Rnds 45, 46
10/16 Lodi, CA, Rnds 47, 48
10/23 Lodi, CA, Rnds 49, 50
Info: 209/368-7809

AMA/District 36 Amateur/Youth Dirt Track Series

5/15 Lodi, CA, Rnds 19, 20
5/22 Lodi, CA, Rnds 21, 22
6/5 Lodi, CA, Rnds 23, 24
6/12 Lodi, CA, Rnds 25, 26
6/19 Lodi, CA, Rnds 27, 28

6/26 Lodi, CA, Rnds 29, 30
7/10 Lodi, CA, Rnds 31, 32
7/17 Lodi, CA, Rnds 33, 34
7/24 Lodi, CA, Rnds 35, 36
8/14 Lodi, CA, Rnds 37, 38
8/21 Lodi, CA, Rnds 39, 40
9/11 Lodi, CA, Rnds 41, 42
9/18 Lodi, CA, Rnds 43, 44
10/9 Lodi, CA, Rnds 45, 46
10/16 Lodi, CA, Rnds 47, 48
10/23 Lodi, CA, Rnds 49, 50
Info: 209/833-0639

AMA/District 37

Grand Prix Big 6 Series

10/2-3 Glen Helen, CA
11/6-7 Gorman, CA
Info: 562/423-1889 or 818/352-7085

AMA/District 37

Dual Sport Ride Series

5/16 Mojave, CA
7/17-18 Bass Lake, CA
7/24-25 Sequoia National Forest, CA
7/31-8/1 Mammoth Lakes, CA*
8/7-8 Big Bear Lake, CA
8/14-15 Big Bear Lake, CA
9/25-26 Ridgecrest, CA
9/11-12 Bass Lake, CA
10/3 Silverwood Lake, CA
10/9-11 Las Vegas, NV
10/16-17 Mesquite, NV*
10/30-31 El Centro, CA
11/6-7 Ridgecrest, CA
11/14 San Bernardino, CA
12/26 Cantil, CA
*National Trail Ride Series Events
Info: 818/249-2141 (3,1)

AMA Prostar National

Drag Racing Series

6/5-6 Rockingham, NC, Rnd 4
7/9-11 Chicago, IL, Rnd 5
8/13-15 Indianapolis, IN, Rnd 6
9/10-12 Atco, NJ, Rnd 7
11/12-14 Gainesville, FL, Rnd 8
Info: 256/852-1101

AMA Prostar

Regional Drag Racing Series

10/16-17 Houston, TX
Info: 256/852-1101

AMA Prostar West

Drag Racing Series

6/26 Phoenix, AZ, Rnd 3
8/21 Salt Lake City, UT, Rnd 4
10/9-10 Phoenix, AZ, Rnd 5
Info: 256/852-1101

AMA Texas Championship

Hare Scrambles Series

5/23 Montgomery, TX, Rnd 8
6/6 Walnut Creek, TX, Rnd 9
8/29 Altair, TX, Rnd 10
9/19 Fort Hood, TX, Rnd 11
10/3 Altair, TX, Rnd 12
10/17 Rockne, TX, Rnd 13
11/7 Fort Hood, TX, Rnd 14
Info: 409/732-9171 or
http://www.flash.net/~tchss.

AMA Georgia C'ship MX Series

5/16 Macon, GA, Rnd 6
9/19 Roberta, GA, Rnd 7
9/26 Macon, GA, Rnd 8
10/3 Reynolds, GA, Rnd 9
10/10 Roberta, GA, Rnd 10
10/24 Bremen, GA, Rnd 11
11/7 Dalton, GA, Rnd 12
Info: 912/788-0413 or 706/278-1620

AMA/District 7

Hare Scrambles C'ship Series

6/27 Rawlings, MD
7/25 Budds Creek, MD
8/22 Budds Creek, MD
10/10 Budds Creek, MD
Info: 410/792-7200

AMA Four Corners MX Series

5/16 Mancos, CO
5/23 Aztec, NM
6/13 Mancos, CO
6/27 Aztec, NM
7/11 Mancos, CO
7/25 Aztec, NM
8/8 Mancos, CO
8/29 Aztec, NM
9/5 Mancos, CO
9/26 Aztec, NM
10/10 Aztec, NM
Info: 800/720-MOTO or 970/533-9747

AMA Western Four-Stroke

National MX Series

6/6 Lakewood, CO
7/11 Boise, ID
7/31 Washougal, WA
9/19 Oklahoma City, OK
Info: 503/708-8486 or 503/699-5935 or
http://www.4strokenationals.com

AMA/District 25 Rocky

Mountain MX Spring Series

5/23 Milliken, CO
5/30 Brush, CO
6/6 Erie, CO*

Summer Series

6/13 Craig, CO
6/27 Watkins, CO*
7/18 Erie, CO
8/8 Erie, CO
8/22 Watkins, CO
9/5 Craig, CO
9/12 Brush, CO
9/19 Milliken, CO*
10/2-3 Craig, CO*
*District 25 state championship series
Info: 303/271-0190 or http://www.mxa.com

AMA/District 34

Family Motocross Series

5/16 Claverack, NY
5/23 Monticello, NY
5/30 Modena, NY
6/6 Modena, NY
6/13 Walden, NY
6/20 Monticello, NY
6/27 Modena, NY
7/4 Modena, NY
7/11 Monticello, NY
7/25 Walden, NY
8/1 Monticello, NY
8/8 Claverack, NY
8/15 Modena, NY
8/22 Walden, NY
9/5 Modena, NY
9/12 Claverack, NY
9/19 Walden, NY
9/26 Modena, NY
10/3 Modena, NY
10/10 Modena, NY
10/17 Walden, NY
10/24 Modena, NY
10/31 Walden, NY
11/7 Modena, NY
11/14 Modena, NY
Info: 518/828-6149

AMA Southern California

MX Championship Series

6/5-6 Kernville, CA, Rnd 2
6/20 Hungry Valley, CA, Rnd 3
7/11 Hungry Valley, CA, Rnd 4
7/18 Palmdale, CA, Rnd 5
8/1 Glen Helen, CA, Rnd 6
8/8 San Jacinto, CA, Rnd 7
8/15 Glen Helen, CA, Rnd 8
8/22 Palmdale, CA, Rnd 9
9/5 Piru, CA, Rnd 10
Info: 805/589-9265

AMA Tecnosel

Carolina Ultra MX Series

5/16 Chesterfield, SC
5/22-23 Society Hill, SC
5/30 Iron Station, NC
6/27 Iron Station, NC
8/29 Iron Station, NC
9/19 Danville, VA
10/30-31 Society Hill, SC
Info: 423/323-5497

AMA Pro-Am Mega MX Series

5/22-23 Society Hill, SC, Rnd 7
6/5-6 Blountville, TN, Rnd 8
7/3-4 London, KY, Rnd 9
7/11 Wytheville, VA, Rnd 10
7/17-18 Blountville, TN, Rnd 11
9/5 London, KY, Rnd 12
9/12 Blountville, TN, Rnd 13
9/25-26 Pigeon Forge, TN, Rnd 14
10/3 London, KY, Rnd 15
10/15-17 Blountville, TN, Rnd 16
Info: 423/323-5497

AMA/Suzuki

Dual Sport Trail Ride Series

5/22-23 McArthur, OH
6/5-6 Mill Hall, PA
6/5-6 Lesterville, MO
6/12-13 Loudon, NH
6/19-20 Hurricane Mills, TN
7/17-18 Davis, WV
7/25-30 Newberry, MI
7/31-8/1 Berkshire, NY
7/31-8/1 Mammoth Lakes, CA
9/11-12 Golden Pond, KY
9/18-19 Elizabeth, WV
9/25-26 Columbus, IN
10/2-3 Woodstock, VA
10/9-10 Angels Camp, CA
10/16-17 McArthur, OH
10/16-17 St. George, UT
10/23-24 Saucier, MS
10/30-31 Terlingua, TX
11/26-27 Los Angeles, CA
Info: 614/856-1900

AMA U.S. Eastern

Motocross Spring Series

5/16 Danville, VA
Info: 804/724-4392

AMA Bailzee Grand

Championship MX Series

6/27 Axton, VA
7/18 Danville, VA
7/25 Reidsville, NC
8/1 Axton, VA
8/8 Danville, VA
Info: 804/724-4392

AMA U.S. Eastern

Motocross Fall Series

9/5 Dillwyn, VA
9/18 Danville, VA
9/26 East Bend, NC
10/3 Reidsville, NC
10/10 Elizabeth City, NC
10/17 Sanford, NC
10/24 Danville, VA
10/31 Axton, VA
11/7 Dillwyn, VA
Info: 804/724-4392

AMA Pacific Northwest

Championship Series

7/4 Washougal, WA
7/25 Trulson, WA
8/8 Mount View, WA
8/15 Ward Creek, WA
8/22 Washougal, WA
Info: 541/673-1671 or washougalmx.com

AMA Southern Dirt Track Series

5/22-24 Danielsville, GA
6/12 TBA
6/26 Danielsville, GA
7/17-18 Coleridge, NC
8/14 TBA
8/28 Macon, GA
9/4 TBA
9/17-18 TBA
10/2 TBA
10/16 Danielsville, GA
11/13-14 TBA
Info: 770/962-7888 or 770/339-3997

Sound of Thunder

Four-Stroke MX Series

Southwestern

7/3-4 Hollister, CA

Pacific Northwest

7/10-11 Yakima, WA

7/18 Sandy, OR

8/7-8 Albany, OR

Central States

8/12 Ponca City, OK

Final Event

9/11-12 Donner Ranch, Lake Tahoe, CA

Info: 530/221-0912

SERA Hare Scrambles Series

6/27 Lawrenceburg, TN
7/25 Maplesville, AL
9/25 Hattiesburg, MS
10/10 Fort Polk, LA
11/21 Meridian, MS
1/2 Saucier, MS
1/16 Maplesville, AL
2/6 Meridian, MS
Info: 601/763-7427

SERA Enduro Series

5/16 Saucier, MS
5/30 Clanton, AL
6/13 Laurel, MS
6/20 Fort Polk, LA
8/8 Breezy Hill, LA
8/29 Little Rock, AR
9/12 Rockford, AL
9/26 Hattiesburg, MS
11/7 Maplesville, AL
Info: 205/980-5191

AHRMA/Progressive Suspension

Historic Cup Road Race Series

6/5-6 Elkhart Lake, WI
6/19-20 Grattan, MI
7/10-11 Lexington, OH
8/14-15 South Haven, MI
9/18 Park City, UT
10/2-3 Talladega, AL
10/23-24 Kershaw, SC
Info: 715/842-9699

AHRMA/Speed & Sport

Vintage MX Series

5/15 Bremen, GA
5/1 Casey, IL
6/19 Grattan, MI
7/11 Lexington, OH
7/31 Colorado Springs, CO
8/14 Southwick, MA
8/22 Chehalis, WA
8/28 Thornville, OH
9/19 Park City, UT
9/25 Peoria, IL
10/17 Hollister, CA
11/7 Tulare, CA
Info: 715/842-9699

AHRMA/Classic Bike

Magazine Dirt Track Series

5/30 Port Royal, PA
6/6 Indianapolis, IN
6/11 Cumberland, MD
7/4 Athens, OH
7/9 Ashland, OH
7/24 Weedsport, NY
9/4 Castle Rock, WA
9/10 Lavonia, GA
9/11 Savannah, GA
9/17 Heber, UT
9/24 Peoria, IL
9/26 Peoria, IL
10/9 Del Mar, CA
Info: 715/842-9699

AHRMA/Speed & Sport

Vintage Trials Series

5/16 Bremen, GA
6/6 Santa Cruz, CA
6/20 Grattan, MI
7/10 Lexington, OH
8/1 Colorado Springs, CO
8/21 Chehalis, WA
9/16 Park City, UT
9/26 Peoria, IL
10/2 Dickson, TN
10/9 White City, IL
10/16 Hollister, CA
10/30 Monroe, GA
Info: 715/842-9699

AHRMA National GP Series

5/16 Bremen, GA
8/29 Thornville, OH
10/3 San Bernardino, CA
10/10 White City, IL
10/24 Casey, IL
12/19 Brentwood, CA
Info: 715/842-9699



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- *2nd Annual Dirt Hillclimb Championship (650' long hill, ski lift assisted spectator access)
- *2nd Annual Geoff Aaron's Invitational Supertrials (10 of the worlds best trials riders)
- *Round 2 of the Super TT Triple Crown Series (dirt bikes duel it out on a 1/2 dirt, 1/2 street course)
- *Thunder Press Battle Trax (run what you bring, and see who corners best)

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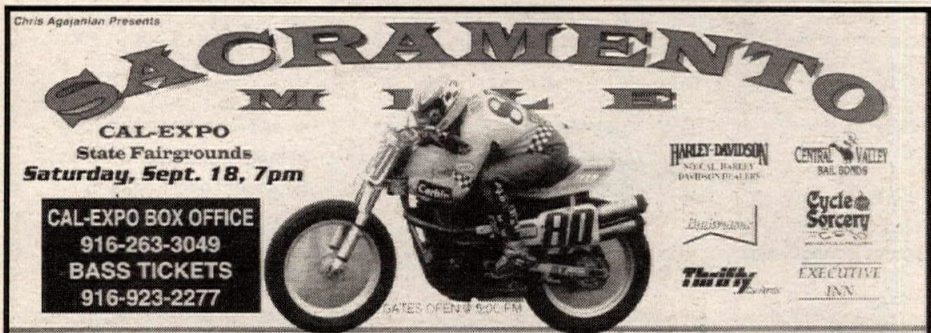


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Calendar

Calendar listings are a service for Cycle News readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

AHRMA Southeast Regional

Dirt Track Series
5/23 Danielsville, GA

AHRMA Southwest Regional MX Series

5/16 San Bernardino, CA
8/15 Big Bear, CA
9/12 Gorman, CA
10/3 Perris, CA
11/7 Tulare, CA
11/21 Phoenix, AZ
Info: 714/965-0660

AHRMA Western

Regional Dirt Track Series

5/15 Hanford, CA
5/30 Oroville, CA
7/17 Carson City, NV
8/8 Hollister, CA
8/22 Lodi, CA
8/28 Brentwood, CA
9/6 Lancaster, CA
10/2 Maderes, OR
10/8 Barona, CA
10/23-24 Tulare, CA
Info: 818/992-5343

AHRMA Western

Regional Trials Series

5/23 Fernley, NV
6/6 Santa Cruz, CA
8/21 Chehalis, WA
9/16 Park City, UT
10/16 Hollister, CA
Info: 916/967-0262

AHRMA/Eldorado Cycle

Midwest Trials Series

7/25 Kansas City, MO
9/12 Bismark, MO
10/9 White City, IL
10/16 Jonesboro, IL
10/30 Marshfield, MO
Info: 417/859-4158

AHRMA Michigan MX Series

5/16 Portland, MI
6/6 Buchanan, MI
6/27 Battle Creek, MI
7/11 Midland, MI
7/25 Stanton, MI
8/8 Coldwater, MI
9/6 Millington, MI
9/19 Marlette, MI
10/3 Bloomington, MI
10/17 Buchanan, MI
Info: 248/620-1926

AHRMA Vintage MX Series

5/16 Moberly, MO
5/23 Niangua, MO
6/13 Eldorado Springs, MO
9/19 Hawk Point, MO
10/17 Jonesboro, IL
11/7 Greenwood, MO
Info: 816/767-8641

AHRMA VMX Northeast

Regional MX Series

5/16 Monticello, NY
6/26 Jolly Roger, NH
7/17 Mexico, NY
8/14 Southwick, MA
9/4 Englishtown, NJ
9/25 Binghamton, NY
10/9 Clifford, PA
10/23 Hawley, PA
Info: 914/429-9465 or www.vintagemx.com

AHRMA VMX Northeast

Regional GP Series

6/27 Jolly Roger, NH
9/12 Plymouth, PA
Info: 914/429-9465 or www.vintagemx.com

VDTRA/All-Stars

Flat Track Racing Series

5/22-23 Erie, CO
6/11-12 Wichita, KS
6/26 Monett, MO
7/18 Oklahoma City, OK
7/31 Sheridan, WY
8/1 Sheridan, WY
8/9 Stockton, KS
8/10 Stockton, KS
8/12 Sturgis, SD
8/13 Sturgis, SD
8/14 Sturgis, SD
8/27 Spokane, WA
8/28 Spokane, WA
9/4 Casper, WY
9/5 Casper, WY
9/18 Ruidoso, NM
9/19 Ruidoso, NM
Info: 719/541-2741

AMA National

Amateur MX Series

Northeast Amateur Regional
6/19-20 Binghamton, NY
Northeast Youth Regional
6/26-27 Auburn, NY

Southeast Area Qualifiers

5/15-16 Macon, GA
Southeast Amateur Regional
6/12-3 Society Hills, SC
Southeast Youth Regional
6/19-20 Chatsworth, GA

Midwest

5/15-16 Millington, MI
5/15-16 Mitchell, IN
5/22-23 Sugar Grove, OH
5/22-23 Leitchfield, KY
Midwest Amateur Regional
6/26-27 Bloomington, MI
Midwest Youth Regional
6/12-13 Millfield, OH

North Central Area Qualifiers

5/15-16 Nashville, IL
5/22-23 Denmark, WI
North Central Amateur
6/12-13 Lake Geneva, WI
North Central Youth
6/26-27 Lowes, KY
South Central
5/22-23 Stillwater, OK
South Central Amateur
6/19-20 Fort Worth, TX
South Central Youth
6/12-13 Magnolia, AR

Southwest

5/22-23 Cedar City, UT
6/19-20 San Bernardino, CA
Northwest
5/23 Washougal, WA
6/12-13 Washougal, WA
Info: 614/856-1900

NMA Ponca City

Grand National Motocross Qualifiers

Western

5/16 Moreno Valley, CA
6/6 Moreno Valley, CA
6/13 Moreno Valley, CA

Norcal

5/30 Hollister, CA
6/12 Livermore, CA
7/4 Hollister, CA

Arizona

5/15-16 Whitman, AZ
5/22 Cottonwood, AZ
6/5 Eloy, AZ
6/12 Cottonwood, AZ
6/26 Eloy, AZ

Arkansas

5/15 Fort Smith, AR
5/23 Sallisaw, OK
6/6 Prairie Grove, AR
6/20 Pine Bluff, AR

Blue Grass

5/16 White Plains, KY
6/5 Clarksville, TN

Carolinas

5/16 Chesterfield, SC
5/23 Society Hill, SC
6/6 Blountville, TN
6/27 Iron Station, NC

Central

5/16 Lydon, KS
5/30 Great Bend, KS
6/13 Great Bend, KS

Cimarron

6/6 Oklahoma City, OK
6/20 Oklahoma City, OK

Dakotas

5/23 Carson, ND
6/6 Beulah, ND

Dixie

5/16 New Iberia, LA
6/13 Hammond, LA
6/20 New Iberia, LA

Finger Lakes

5/16 Binghamton, NY
5/23 Clifford, PA
6/12-13 Clifford, PA

Iowa

5/30 Yankton, SD
6/5 Truesdale, IA

Nebraska

5/16 Ashland, NE
6/6 Ashland, NE

North Central

5/22-23 Grand Rapids, MI
6/25-26 North Webster, IN

Northwest

5/16 Ethel, WA
6/5-6 Albany, OR

Ohio

5/14 Malvern, OH
5/22 Malvern, OH
6/12 Malvern, OH
6/18 Malvern, OH

Ozark

5/16 Halfway, MO
6/12 Kingsville, MO
6/26 Baxter Springs, MO
7/3 Kingsville, MO

Rocky Mountain

5/30 Brush, CO
6/5-6 Lakewood, CO
6/6 Erie, CO
6/13 Craig, CO
6/20 Colorado Springs, CO

Southwest

5/16 Moriarty, NM
5/23 Aztec, NM
6/6 Moriarty, NM

Texas

5/22 Burleson, TX
6/5 Euless, TX
6/12 Lubbock, TX

Utah

5/15-16 Rock Springs, WY

Viking

5/16 Kellogg, MN
5/30 Staples, MN
5/30 Kellogg, MN
5/31 Staples, MN
5/31 Mazeppa, MN

Wyoming

5/16 Gillette, WY
5/30 Casper, WY
6/6 Gillette, WY
6/13 Douglas, WY

North Florida

5/15 Millton, FL
5/29 Milton, FL
6/6 Panama City, FL
6/20 Panama City, FL

Appalachian

5/16 Delmont, PA
6/13 Brownsville, PA

Alaska

5/29-30 Anchorage, AK
6/12-13 Soldotna, AK

Midwest

5/16 Coal Valley, IL
5/30 Byron, IL
6/13 Coal Valley, IL
6/27 Byron, IL
Info: 562/868-8112

Mid-South Summer Hare

Scrambles Series

5/16 Clarksville, TN
5/30 New Johnsonville, TN
6/6 Jonesboro, IL
6/13 Hohenwald, TN
6/27 Westpoint, TN
8/29 Saddleback East, KY
Info: 615/859-0873

Mid-East

Hare Scrambles Series

5/16 Hickory, NC
6/13 Greer, SC
7/18 Cross Anchor, SC
8/22 Boonville, NC
9/19 Greer, SC
10/3 Belwood, NC
10/31 Morganton, NC
11/7 Grover, NC
Info: 704/937-9177 or 704/484-9000

Best In The Desert

Racing Association

Silver State Series

6/25-27 Mesquite, NV, Rnd 3
9/30-10/3 Las Vegas, NV, Rnd 4
12/3-5 Pahrump, NV, Rnd 5
Info: 702/457-5775 or <http://www.bitd.com>

District 36 Northern

California Enduro Series

6/13 Long Barn, CA, Rnd 5
10/17 Stonyford, CA, Rnd 6
10/24 Elkins Flat, CA, Rnd 7
10/31 Redding, CA, Rnd 8
11/6 Upper Lake, CA, Rnd 9
11/14 Stonyford, CA, Rnd 10
Info: 925/458-9867

District 36

Family Enduro Series

11/7 Foresthill, CA, Rnd 2
11/21 Springs, CA, Rnd 3
Info: 925/458-9867

Mid-Atlantic Vintage Trials

5/15-16 Toronto, OH
6/6 Monrovia, MD
8/7 Toronto, OH
9/12 Lock Haven, PA
10/3 Williamsport, PA
10/30 Middletown, PA
Info: 410/775-7209

100cc Vintage

Flat Track Club Series

5/15 Thornville, OH
6/12 Thornville, OH
6/25 Lawrenceburg, IN
7/10 Thornville, OH
7/23 Lawrenceburg, IN
8/14 Thornville, OH
9/18 Thornville, OH
9/25 Thornville, OH
10/2 Thornville, OH
10/16 Thornville, OH
Info: 740/929-4229

STRA Championship Series

6/5-6 Resaca, GA
8/7-8 Shooting Creek, NC
9/11-12 Gadsden, AL
10/2-3 Dickson, TN
10/9-10 Monroe, GA
10/23-24 Sequatchie, TN
11/6-7 Clermont, GA
12/4-5 Millerville, AL
<http://www.avana.net/~japi/stra/index.html>

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Thurs., Apr. 29 MX Practice 8am till Dusk
Sat., May 1 Track Closed
Sun., May 2 Track Closed
Thurs., May 6 MX Practice 8am till 12pm

Chaparral AMA Amateur MX Championships May 7-8.
Mazda Truck National MX AMA Shoel 125/250 May 9.

MOTOWEST RACING

Sat., May 29 Hollister Hills
Open Practice
Sun., May 30 Hollister Hills
7th Annual Memorial Day MX
Sat., June 12 Club Moto
Super Saturday, MX Rnd #5

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National Motorsport Association

TULARE
CYCLE PARK
Tulare, CA Event Calendar

Sat., May 22 Open MX Practice (7am - 12noon)

Sat., June 5 Open MX Practice (7am - 12noon)

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INFO (209) 685-0503

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Calendar

Calendar listings are a free service for Cycle News readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

7/24 Southampton, MA
8/21 Union, CT
9/11 Mariden, CT
10/9 Assonet, MA
10/16 New Ashford, MA
10/30 Brimfield, MA
11/6 Winchendon, MA
Info: 860/875-5757

Carolina Ultra Series
5/16 Chesterfield, SC
5/22-23 Society Hill, SC
5/30 Iron Station, NC
6/27 Iron Station, NC
8/29 Iron Station, NC
9/19 Danville, VA
10/30-31 Society Hill, SC
Info: 423/323-5497

**Rocky Mountain
Enduro Circuit Series**
5/16 Montrose, CO
5/30 Limon, CO
6/13 Buena Vista, CO
6/27 Upton, WY
7/18 Rand, CO
8/1 Espanola, NM
8/22 Del Norte, CO
9/12 Cloudcroft, NM
11/14 Matador, TX
Info: 307/742-4136

**Midwest Spring
Motocross Championship Series**
5/16 Merwin, MO
Info: 816/331-6934

**Missouri State Motocross
Championship Series**
7/10 Kingsville, MO
7/18 Grain Valley, MO
7/31 Billings, MO
8/15 Moberly, MO
9/6 Hawk Point, MO
9/19 Springfield, MO
10/10 Merwin, MO
10/24 Columbia, MO
Info: 417/887-3524

**Missouri Hare Scrambles
Championship Series**
5/16 Columbia, MO
6/6 Florence, MO
6/13 Fairfax, MO
6/26-27 Park Hills, MO
7/11 Tebbets, MO
7/17-18 Kahoka, MO
7/25 Knob Noster, MO
8/8 Cole Camp, MO
8/22 Lebanon, MO
9/19 Smithville, MO
10/10 Festus, MO
Info: 417/537-8406

Arkansas MX Spring Series
5/16 Russellville, AR
5/23 Donaldson, AR
Info: 870/342-5162 or 870/342-5373

Michigan State Fair SX Series
6/12 Hudsonville, MI
6/26 Muskegon, MI
7/9 Muskegon, MI
7/13 Onnekema, MI
7/17 Charlotte, MI
7/20 Marne, MI
7/22 Hastings, MI
7/25 Sandusky, MI
7/29 Holland, MI
7/30 Ionia, MI
8/10 Coldwater, MI
8/20 Marshall, MI
8/24 Ludington, MI
8/27 Hudsonville, MI
9/18 Muskegon, MI
9/20 Centerville, MI
Info: 616/924-5778

**Missouri-Illinois Trials
Association**
5/30 Livingston, IL
6/13 Festus, MO
8/29 Litchfield, IL
9/12 Bismarck, MO
10/10 White City, IL
11/7 Oakdale, IL
Info: 618/362-6568

**CMRRA 50cc/125cc
Championship Road Race
Series**
6/5-6 Rosamond, CA
7/11 Palomar, CA
8/8 Riverside, CA
9/4-5 Rosamond, CA
10/3 Palomar, CA
11/6-7 Rosamond, CA
12/3-5 Rosamond, CA
Info: 909/674-5357

WSMC Road Race Series
5/15-16 Rosamond, CA, Rnd 5
6/19-20 Rosamond, CA, Rnd 6
7/17-18 Rosamond, CA, Rnd 7
8/14-15 Rosamond, CA, Rnd 8
9/18-19 Rosamond, CA, Rnd 9
10/16-17 Rosamond, CA, Rnd 10

11/20-21 Rosamond, CA, Rnd 11
12/18-19 Rosamond, CA, Rnd 12
Info: 805/256-1234

**Great River Road
Raceway MX Series**
7/31 Dyersburg, TN
8/8 Dyersburg, TN
Info: 901/286-6565 or
http://www.flybynite.com

West Coast Flat Track Series
6/12 Perris, CA
6/26 San Jose, CA
7/17 Watsonville, CA
Info: 714/529-6054

**West Coast
Vintage Flat Track Series**
6/13 Temecula, CA
6/26 Ventura, CA
9/19 Sacramento, CA
Info: 661/268-0105

**Galpin Ford
Dual Sport Adventure Series**
6/5-6 Lake Isabella, CA, Rnd 4
7/4-9 Redding, CA, Rnd 5
10/8-10 Mammoth Mountain, CA, Rnd 6
10/23-24 Hot Springs, CA, Rnd 7
11/21 Newhall, CA, Rnd 8
Info: 818/701-1913

**Desert Challenge
Bikes & ATV Series**
5/30 Holbrook, AZ
7/4 Cinders, AZ
9/5 Snowflake, AZ
10/17 Sierra Vista, AZ
11/21 Globe, AZ
Info: 602/971-3730

Georgia MX Spring Series
5/30 Monroe, GA
6/6 Macon, GA
Info: 912/475-5711

**Trials Incorporated
Championship Trials Series**
6/5-6 Dayton, OH
7/31-8/1 Carrollton, KY
9/18-19 Columbus, IN
10/3 Attica, IN
11/6-7 TBA
Info: 937/299-1501

American Trials Association
5/16 McCain Valley, CA
6/13-14 Big Bear, CA
Info: 714/562-7742

**STARS Super TT
American Racing Series**
Triple Crown National Championship
7/17-18 Portland, OR
8/14-15 Donner Summit, CA
12/4-5 Long Beach, CA

Northeast
6/19-20 Loudon, NH
8/28-29 Pocono, PA

Northwest
6/12-13 Bremerton, WA
7/17-18 Portland, OR
8/14-15 Donner Summit, CA
9/5 Hermiston, OR

Southwest
5/22 Bakersfield, CA
5/23 Buttonwillow, CA
6/5-6 Rosamond, CA
6/26 Bakersfield, CA
8/14-15 Donner Summit, CA
12/4-5 Long Beach, CA
12/12 Buttonwillow, CA
Info: 949/768-4626 or www.supertt.com

USCRA Vintage Series
6/13 Belknap, NH
6/14 Loudon, NH
6/19-20 Loudon, NH
7/23-25 Shubenacadie, NS, Canada
8/13-15 Loudon, NH
8/20-22 Mosport, ON, Canada
9/6 Loudon, NH
9/27 Loudon, NH
Info: 603/226-5858 or uscra@aol.com

USRA Desert Series
5/22 Jericho, UT
6/19 Wells, NV
7/21 TBA
8/11 Jericho, UT
8/25 TBA
10/9 Wendover, UT
11/6 Grand Junction, CO
Info: 801/569-1998

**CCS/Florida State Motorcycle
Roadracing Championship**
5/30-31 West Palm Beach, FL
6/26-27 Homestead, FL
7/24-25 West Palm Beach, FL
8/21-22 West Palm Beach, FL
9/25-26 West Palm Beach, FL
12/4-5 Homestead, FL*
*double points
Info: 828/684-4297 or
www.ccsracing.com

**CCS/Mid-American Motorcycle
Roadracing Championship**
5/22-23 South Beloit, IL
6/12-13 South Beloit, IL
7/10-11 South Beloit, IL
7/31-8/1 South Beloit, IL
8/14-15 Topeka, KS**
9/25-26 South Beloit, IL*
*double points
**twin sprint weekend
Info: 828/684-4297 or www.ccsracing.com

**CCS/Mid-Atlantic Motorcycle
Roadracing Championship**
5/22-23 Summit Point, WV
5/29-30 Bloomingdale, GA
6/12-13 Kershaw, SC**
6/26-27 Bloomingdale, GA
7/10-11 Summit Point, WV
7/24-25 Bloomingdale, GA
9/4-5 Bloomingdale, GA
9/18-19 Summit Point, WV
11/6-7 Kershaw, SC*
*double points
**twin sprint weekend
Info: 828/684-4297 or www.ccsracing.com

**CCS/New England Motorcycle
Roadracing Championship**
6/12-13 Loudon, NH
7/17-18 Loudon, NH
8/7-8 Loudon, NH
9/4-5 Loudon, NH
10/2-3 Loudon, NH
Info: 828/684-4297 or www.ccsracing.com

**CCS/Southeastern U.S.
Motorcycle Roadracing
Championship**
5/29-30 Bloomingdale, GA
6/12-13 Kershaw, SC**
6/26-27 Bloomingdale, GA
7/24-25 Bloomingdale, GA
9/4-5 Bloomingdale, GA
11/6-7 Kershaw, SC*
*double points
**twin sprint weekend
Info: 828/684-4297 or www.ccsracing.com

**CCS/Southwestern U.S.
Motorcycle Roadracing
Championship**
5/15-16 Chandler, AZ**
6/5-6 Chandler, AZ
9/4-5 Chandler, AZ
10/9-10 Chandler, AZ
11/6-7 Buttonwillow, CA**
12/4-5 Chandler, AZ*
*double points
**twin sprint weekend
Info: 828/684-4297 or www.ccsracing.com

**CCS Race of Champions
National Championship Finals**
10/21-24 Daytona Beach, FL

**North American
Sport Bike Series**
5/22-23 Summit Point, WV
8/14-15 Topeka, KS
9/4-5 Loudon, NH
10/21-24 Daytona Beach, FL
Info: 828/684-4297

SRAC/Mazda Motocross Series
6/5-6 Lakewood, CO
6/13 Colorado Springs, CO
6/20 Colorado Springs, CO
6/27 Colorado Springs, CO
7/11 Berthoud, CO
7/25 Cheyenne, WY
8/1 Colorado Springs, CO
8/15 Berthoud, CO
8/22 Pueblo, CO
9/12 Cheyenne, WY
9/19 Colorado Springs, CO
Info: 307/638-2226

SRAC/Mazda SX Series
5/15 Greeley, CO
5/22 Grand Junction, CO
7/17 Colorado Springs, CO
8/7 Grand Junction, CO
8/28 TBA
Info: 307/638-2226

**Sunshine State MX
Championship Series**
5/23 Orlando, FL
5/30 Dade City, FL
6/6 Ocala, FL
6/27 Ocala, FL
7/4 Orlando, FL
7/11 Reddick, FL
7/18 Dade City, FL
7/25 Ocala, FL
8/15 Ocala, FL
8/22 Orlando, FL
8/29 Reddick, FL
9/5 Dade City, FL
9/12 Ocala, FL
Info: 352/242-2605

KB Racing Promotions NorCal

Championship MX Series

5/28 Sacramento, CA*
6/11 Sacramento, CA*
6/25 Sacramento, CA*
7/9 Sacramento, CA*
7/23 Sacramento, CA**
8/13 Sacramento, CA**
8/27 Sacramento, CA**
9/10 Sacramento, CA**
9/24 Sacramento, CA**
10/8 Sacramento, CA**
10/22 Sacramento, CA

* spring series round

** fall series round

Info: 916/682-6123 or

www.jps.net/kbracing

CMRA Endurance

Road Racing Series

6/4-6 Hallett, OK
6/19-20 Henderson, TX
7/17-18 College Station, TX
8/21-22 Hallett, OK
9/17-19 College Station, TX
Info: 281/342-9032

CMRA Road Racing Series

5/15-16 Calgary, AB, Canada, Rnd 1
6/11-13 Calgary, AB, Canada, Rnd 2
7/24-25 Calgary, AB, Canada, Rnd 3
8/21-22 Calgary, AB, Canada, Rnd 4
9/4-5 Calgary, AB, Canada, Rnd 5
Info: 403/272-7223

Southeastern Mini Roadracing

Association Series

6/13 Concord, NC
9/9 Concord, NC
10/17 Concord, NC
11/17 Concord, NC
Info: 704/932-6179 or 704/784-1767

MRAN Desert Series

5/22 Alamo, NV
6/12-13 Caliente, NV
7/17 Ely, NV
8/14 Panaca, NV
9/18-19 Tonopah, NV
10/16-17 Jean, NV
10/30-31 Mercury, NV
11/20-21 Searchlight, NV
Info: 702/437-MRAN

Southern California Flat Track

Championship Series

5/16 Temecula, CA
6/13 Temecula, CA
7/11 Costa Mesa, CA
7/24 Temecula, CA
8/21 Temecula, CA
9/18 Temecula, CA
10/9 Del Mar, CA
10/23 Temecula, CA
11/21 Temecula, CA
Info: 619/277-1591

District 3 Eastern New York

Sports Committee Dirt Track

5/15 Harpersville, NY
5/22 Harpersville, NY
5/23 Schenectady, NY
6/6 Schenectady, NY
6/12 Harpersville, NY
6/26 Accord, NY
7/17 Harpersville, NY
7/18 Schenectady, NY
7/24 Accord, NY
8/2 Schenectady, NY
8/7 Accord, NY
8/14 Harpersville, NY
8/22 Schenectady, NY
8/28 Accord, NY
9/4 Accord, NY
9/12 Schenectady, NY
9/18 Harpersville, NY
9/25 Harpersville, NY
9/26 Schenectady, NY
10/3 Harpersville, NY
10/10 Schenectady, NY
Info: 607/693-1031

Honda Hills Outlaw

Short Track Series

5/15 Thornville, OH
6/12 Thornville, OH
7/10 Thornville, OH
8/14 Thornville, OH
9/18 Thornville, OH
9/25 Thornville, OH
10/2 Thornville, OH
10/16 Thornville, OH
Info: 740/323-3766

Southern Illinois

Hare Scrambles Series

6/6 Jonesboro, IL
9/12 Fosterburg, IL
9/19 Jonesboro, IL
10/3 Belleville, IL
10/31 White City, IL
Info: 618/235-4777

Virginia Championship

Hare Scrambles Series

5/16 Surry, VA
5/30 Ivor, VA
6/6 Glade Hill, VA

6/27 Pulaski, VA
8/15 Wytheville, VA
8/22 Danville, VA
9/19 Middlebrook, VA
9/26 Martinsville, VA
10/10 Newport News, VA
10/24 Dillwyn, VA
11/7 Surry, VA
Info: 757/255-4620 or 540/980-0591

ECEA C'ship Enduro Series

5/30 New Philadelphia, PA
6/6 Rawlins, MD
6/13 Stanhope, NJ
6/27 Webb Mills, NY
7/18 Blain, PA
7/25 Crossforks, PA
8/1 West Greenwich, RI
8/8 Middlebury Center, PA
8/15 Speedsville, NY
8/29 Mauricetown, NJ
9/12 Shippensburg, PA
9/19 Brandonville, PA
9/26 New Lisbon, NJ
10/24 New Gretna, NJ
10/31 Delaware City, DE
Info: 717/865-0601

ECEA Championship

Hare Scrambles Series

5/23 Woodland Township, NJ
10/3 Belle Plain, NJ
10/10 Budds Creek, MD
10/17 Mauricetown, NJ
11/7 Warren Grove, NJ
11/14 New Lisbon, NJ
Info: 717/865-0601

ECEA Dual Sport Series

6/20 Brandonville, PA
10/10 Indian Mills, NJ
11/21 Belle Plain, NJ
Info: 717/865-0601

MAY						
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30	31					

JUNE						
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6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30			

*Denotes Pro Payback

May 14-16

OREGON ROAD RACE - Oregon Motorcycle Roadracing Association, Endurance Race, BMW Day. Info: 503/221-1487 or www.omraa.com.

Fri, May 14

* CALIFORNIA SPEEDWAY - Fast Fridays Speedway Racing, night race, Gold Country Fairgrounds, Auburn. Info: 530/878-7223 or http://speedwaybikes.com.

CALIFORNIA MOTOCROSS - CMA, Little Okie Spring Series, Madera. Info: 559/673-8080.

* MICHIGAN MOTOCROSS - Motocross Racing Association, Wheelie King, Milan Cycle City, night race, Milan. Info: 734/439-7735 or 734/241-1600.

* OHIO MOTOCROSS - CRA, Malvern Motocross Park, Spectro Oil Night, Malvern. Info: 330/262-4945.

OHIO SPEEDWAY - Lawrenceburg Motorcycle Speedway, night race. Info: 513/662-7759.

May 15-16

* ARIZONA MOTOCROSS - Southwest Pipe Shootout, NMA qualifiers, Speed World MX Park, Wittman. Info: 602/815-1790 or www.speedworldmx.com.

* CALIFORNIA ROAD RACE - WSMC Road Racing Series, Willow Springs International Raceway, Rosamond. Info: 805/256-1234 or www.race-wsmc.com.

CALIFORNIA ROAD RACE - Thunderhill Park, Wheeler MC, Lotus Club, Willows. Info: 530/934-5588.

* GEORGIA MOTOCROSS - Loretta Lynn's area qualifier, AMA, Echeconee MX Club, Macon. Info: 912/788-8227.

ILLINOIS MOTOCROSS - AMA, area qualifier, The Edge Racing, Nashville. Info: 618/327-9879.

MICHIGAN MOTOCROSS - Baja Acres, Millington. Info: 517/871-3356.

OHIO VINTAGE TRIALS - Mid-Atlantic Vintage Trials Series, Toronto. Info: 410/775-7209.

OHIO ROAD RUN - District 12 of Ohio Motorcycle Association, Travelers Spring Run, Toledo. Info: 419/865-6327.

OHIO VINTAGE TRIALS & SWAP MEET - Ohio Valley BSA Owners Club, Cables Campground, Toronto. Info: 740/264-1046 or 724/945-6018.

TEXAS MOTOCROSS - Lake Whitney MX. Info: 254/694-4271.

Sat, May 15

* CALIFORNIA SPEEDWAY - International Speedway, Coors Light 25-Lap Classic, Orange County Fairgrounds, Costa Mesa. Info: 949/492-9933 or www.cmspeedway.com.

CALIFORNIA MOTOCROSS - REM, Saturday MX, Glen Helen, San Bernardino. Info: 619/484-1441.

CALIFORNIA MOTOCROSS - Women's Motocross League National, AMA, Rnd 2, Hangtown, Sacramento.

CALIFORNIA SHORT TRACK - Lodi MC, AMA, District 36, Lodi Cycle Bowl, Lodi. Info: 209/833-0639 or 209/368-7182.

* CALIFORNIA MOTOCROSS - WestCoast Motorsports, Starwest Spring Series, Starwest MX Park, Moreno Valley. Info: 909/657-8845 or 909/943-4535.

CALIFORNIA FLAT TRACK - AHRMA Vintage Flat Track, Vintage Cycle Promotions, Vintage Show and Swap, Kings Speedway, Hanford. Info: 805/733-1137.

* CALIFORNIA SPEEDWAY/SIDECARS - AMA, CLB Enterprises presents Sideways Saturdays, Cal Expo Rodeo Arena, Enter at Lot D, Sacramento. Info: 707/678-5961 or http://members.aol.com/sidwaysat.

* COLORADO SUPERCROSS - SRAC/Mazda SX Series, Rnd 2, E&M Enterprises Inc., Greeley. Info: 303/988-7722 or 303/989-7436.

FLORIDA SHORT TRACK - Orange County Raceway, Orlando. Info: 407/869-5388 or 407/381-4001.

FLORIDA SUPERCROSS - West Florida Motocross Park, night race, Milton. Info: 850/623-6038.

GEORGIA MOTOCROSS - Wings and Wheels, AHRMA Vintage National Motocross, Bremen Race Park, Bremen. Info: 770/941-8464 or 770/537-0219 or dirtman23@aol.com.

* INDIANA MOTOCROSS - Steeltown MX Club, Chrisney City Park, Steeltown MX Park, Chrisney. Info: 812/925-8850 or 888/957-RACE.

IOWA MOTOCROSS - AMA, MX Kingdom Inc., Adel Races at Dallas County Fairgrounds, Adel. Info: 515/285-6910.

KANSAS MOTOCROSS - Racers Edge MX, Baxter Springs. Info: 417/833-1574.

KANSAS MOTOCROSS - KORR MX Spring Series, Rnd 5, Whoopmaster Jeeps, Wichita. Info: 316/684-7400.

MISSOURI MOTOCROSS - CT Spring Series, Rnd 6, night race, Kingsville. Info: 816/779-5020.

MISSOURI SHORT TRACK - HLR Motorsports and Mr. Chow Productions, HLR Motorsports Park, Moberly. Info: 660/263-4321 or www.moberlymo.com/hlr.

* NEW YORK SHORT TRACK - AMA, Square Deal Riders Motorcycle Club, SDR Raceway, Harpersville. Info: 607/722-6195 or 607/693-2634.

NEW YORK ENDURO - New England Trail Riders Association, Nervous Novice, Fishouse. Info: 860/875-5757.

* NORTH CAROLINA MOTOCROSS - Daniels Ridge MX, Taylorsville. Info: 828/758-4342 or 828/635-8635.

* OHIO MOTOCROSS - CRA, Western Reserve MC, Salem. Info: 330/337-8077.

* OHIO MOTOCROSS - Motocross Racing Association, Delta Raceway, night race, Delta. Info: 419/822-3006 or 734/241-1600.

The Peoria Motorcycle Club

Presents and Welcomes

Everyone to the 51st Running
of the Oldest Continuing
Dirt Track Races in the World!

Spring Poker Run

Sunday, June 13th

National "Hot Shoe" TT Race

Sunday, June 6th

Ladies Auxiliary Poker Run

Sunday, June 27th

Peoria TT Grand National
Championship

Sunday,
August 15th

Grand National Weekend

Friday, August 13th thru
Sunday, August 15th

Bruce's 63rd Annual
Turkey Run (Poker Run)

Sunday, September 19th

AHRMA Vintage Racing

September 25th & 26th

AHRMA Short Track Race
@ Peoria Speedway

September 24th
Promoted by Tote Gray



RK Stratman Inc.
"We Support the Sport"



BUSCH
Beer



For Further Information:

Call the Peoria Convention & Visitors Bureau at
1-800-747-0302 or the PMC at (309) 697-4981



AMA/FTR Presents



The New Indy Mile

Grand National
Dirt Track Series
plus the SuperTrapp
SuperTrackers Series

Saturday
July 3, 1999

Indiana State Fairgrounds
Indianapolis, Indiana

- All seats reserved
- Opening ceremonies 7:15 PM
- 1st Race 7:30 PM
- Master of Ceremonies: Dave Despain

- Pre-race Activities Begin 1 PM
- Vendor midway and bike show
- HOG Pit Stop and AMA Pro Club
- AMA/FTR Grand Championships Sign up Party

Don't miss the AMA Dirt Track Grand Championships
July 4-9 at the Indiana State Fairgrounds
(Amateur racers call 1-219-456-6770 ext250)

Tickets available at all Ticket Master
outlets and Fairgrounds Box Office
For information call 317-927-1482

APRIL 10 - OCTOBER 2

Coors Light 25 Lap Classic May 15
Youth Mini Cycle /Spdwy Jr. Series May 22
Celebrity Death Match May 28
NO RACE - Memorial Day May 29
O.C. Harley/Beull MC Blow-Out!!! June 5

**INTERNATIONAL
Speedway**

SATURDAY NIGHTS GATES OPEN 6:30pm
April Thru September FIRST RACE 7:30pm

FOR TICKET INFORMATION, CALL 949/492-9933

RACING ON THE TUBE

MAY BROADCASTS

DATE	TIME	EVENT	NETWORK	DATE	TIME	EVENT	NETWORK
5/11/99	8:00 PM	24 Hours of LeMans	Speed	5/21/99	7:30 PM	MotoWorld	ESPN2
5/11/99	9:00 PM	FIM World GP 250 - Spain	Speed	5/22/99	2:30 AM	MotoWorld (R)	ESPN2
5/13/99	1:30 PM	AMA Supercross - Las Vegas (R)	ESPN2	5/23/99	8:00 PM	FIM World GP 125 - Spain	Speed
5/13/99	6:30 PM	MotoWorld	ESPN2	5/23/99	9:00 PM	FIM World GP 250 - France	Speed
5/13/99	7:00 PM	Bike Week - Dave Despain, host	Speed			(Same day delay)	
5/14/99	2:30 AM	MotoWorld (R)	ESPN2	5/23/99	10:00 PM	FIM World GP 500 - France	Speed
5/16/99	6:00 AM	MotoWorld (R)	ESPN2			(Same day delay)	
5/16/99	10:00 PM	FIM World Supertbike - Albacete, Spain	Speed	5/24/99	5:00 AM	MotoWorld (R)	ESPN2
		(Same day delay)		5/25/99	4:00 AM	AMA Motocross - Glen Helen	ESPN2
5/18/99	7:00 PM	American Thunder	Speed	5/27/99	7:00 PM	Bike Week - Dave Despain, host	Speed
		Jim Fueling/Oakland Roadster		5/28/99	7:30 PM	MotoWorld	ESPN2
5/18/99	7:30 PM	Motocyclist, Dave Despain, host	Speed	5/29/99	2:30 AM	MotoWorld (R)	ESPN2
5/18/99	8:00 PM	Canadian Supertbike C'ship	Speed	5/29/99	11:00 PM	AMA Motocross - Glen Helen (R)	ESPN2
		Season Preview		5/30/99	8:00 PM	FIM World Supertbike - Monza, Italy	Speed
5/18/99	10:00 PM	FIM World Supersport - Donington Park	Speed			(Same day delay)	
5/20/99	7:00 PM	Bike Week - Dave Despain, host	Speed	5/31/99	5:00 AM	MotoWorld (R)	ESPN2

All times shown are Eastern. ESPN2 and Speedvision listed above.

Networks frequently modify program schedules. Consult your local cable listings to confirm broadcast dates and times. Cycle News is not responsible for errors in scheduling.



MC & PWC INSTRUCTORS WANTED

for Factory Supported Mechanics Programs

Mail Resume to AMI, P.O. Box 9128 Daytona Beach, FL 32120

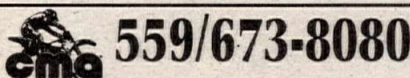
Attn: Lamar Williams or FAX to 904-252-3523

VINTAGE / EVOLUTION MX

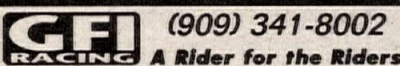
Sun. July 25 th	Carlsbad	Carlsbad, CA
Sun. Aug 29 th	Gorman	Gorman, CA
Sun. Sep 26 th	LACR	Palm Dale, CA
Sun. Nov 7 th	Glen Helen	San Bernardino, CA

NO MEMBERSHIP REQUIRED
* MODERN BIKE SUPPORT CLASS
(CALL FOR DETAILS)

SVRG SERIES - (760) 744-8052



Sat., May 15	Little Okie Spring Series	Madera, CA
Fri., May 21	Little Okie Spring Series	Madera, CA
Sat., May 22	Bounty Hunter	Los Banos, CA
Fri., May 28	Little Okie Spring Series	Madera, CA
Sat., May 29	Bounty Hunter	Los Banos, CA



Sun., May 16	GFI Spring Series Round 5	Competition Park
Sat., May 29	GFI Spring Awards	Starwest
Sat., May 29	GFI at Night Series Round 1	Starwest
Mon., May 31	GFI Memorial Day Extravaganza	Perris



Motorcycle Road Racing on "The Fastest Track in the West"
Motorcycle Road Racing
3rd Sunday every month
Next Event - May 18 & 16
INFO (805) 256-1234
www.race-wsmc.com



PARTS IN STOCK
4232 Dixie Hwy. Waterford, MI 48329
(248) 673-3366 (248) 673-8144 FAX
UPS Daily



Practice and Race
Schedule for
Perris Raceway

Effective March 30, 1999 thru May 1, 1999

Sat., May 15	8:00am to 2:00pm	
Sun., May 16	11:00 am to 5:00pm	
Tues., May 18	10:00 to 3:00 Big Bikes	3:00-dusk Minis
Wed., May 19	1:00pm to dusk	
Sat., May 22	8:00am to 2:00pm	Quads welcome

New Pee Wee Track available.

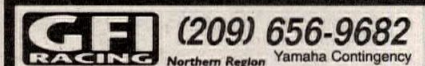
All minors must be accompanied by a parent or notarized legal guardian.
* All dates subject to change. Call for more information. (909) 657-7441

CMC Racing 949/367-1141

Spring Classic MX Nationals:

Rnd 2	May 23	So	Competition Park, San Jacinto, CA
Rnd 3	May 30	So	Max Track, Pina, CA
Rnd 3	May 30	No	Hollister Hills SVRA, Hollister, CA
Rnd 4	June 6	No	Silverstate Raceway, Carson City, NV

Info: (949) 367-1141 or e-mail SPCMCMX@aol.com
"Race with the Best"



Sun. May 23	AXO Spring Series Round 5	Hollister Hills GP Track	Hollister, CA
May 30 & 31	AXO Spring Series	Oatfield Race Way	Turlock, CA
		Final Round Memorial Weekend	

Saturday Practice prior to all events from 8am til 2pm



Members Non Members
Sunday, May 23rd - SRA GP
Glen Helen, San Bernardino, CA
Info (714) 957-2985

MOTOCROSS RACING ASSOCIATION

Racing Every Friday, Saturday & Sunday

Open Riding Every Wednesday at Milan & some Sundays at Delta

Ironman GP Series - 1 hour races

www.racemra.com

Call 734-241-1600

for 1999 Racing Schedule

Calendar

OHIO SHORT TRACK - 100cc Vintage
Flat Track Club, Thornville. Info: 740/929-4229.

* OHIO SHORT TRACK - Honda Hills,
Honda Hills Road, Thornville. Info:
740/323-3766.

* OKLAHOMA MOTOCROSS - ARP,
Ascot Park, night race, Fort Smith. Info:
501/474-1561.

* OKLAHOMA MOTOCROSS - Gold Cup
Challenge, Kawasaki and Pro-Am Sports,
Motorcycle Raceway, Oklahoma City.
Info: 405/737-2468.

TENNESSEE MOTOCROSS - Fort
Campbell Motocross Club, Clarksville.
Info: 931/906-5598 or 931/552-3593.

* TENNESSEE MOTOCROSS -
Jamestown Motocross Park, Rnd 5,
Jamestown. Info: 931/879-8557 or 879-7459.

Sun, May 16

* ARKANSAS MOTOCROSS - Dirt Bike
Mike Promotions, Arkansas Spring
Series, Rnd 7, Malibu MX, Hot Springs.
Info: 870/342-5162 or 870/342-5373.

ARKANSAS MOTOCROSS - Rad
Roosters MX, Prairie Grove. Info:
501/839-2962.

CALIFORNIA MOTOCROSS - CRC,
Dunestown Series, LACR, Palmdale. Info:
805/272-8889.

CALIFORNIA ROAD RIDE - Pediatric
Brain Tumor Foundation of the United
States, Torrance. Info: 828/665-6891.

* CALIFORNIA MOTOCROSS - GFI
Spring Series, Competition Park, San
Jacinto. Info: 909/653-4042.

CALIFORNIA ENDURO - AMA, District
37, Ventura County MC, Hungry Valley,
SVRA, Gorman. Info: 805/647-8745
rkanatzer@aol.com.

CALIFORNIA MOTOCROSS - Over The
Hill Gang, Lake Elsinore, Gang only. Info:
952/941-1515.

* CALIFORNIA MOTOCROSS - CMMC,
Barona Oaks Raceway, Rnd 6, Ramona.
Info: 760/752-8252 or
www.baronaoks.com.

CALIFORNIA MOTOCROSS - Riverside
Old-timers, Elsinore. Info: 714/996-8327
or 909/674-0603.

* CALIFORNIA FLAT TRACK - San
Diego Flat Track Association, Temecula
Speedway, Temecula. Info: 619/277-1591.

CALIFORNIA DUAL SPORT RIDE -
Chaparrals MC, Jawbone Canyon,
Mojave. Info: 562/804-4071 or
adamsmzoo@aol.com.

* COLORADO MOTOCROSS - High
Desert Racing Club, AMA, District 45,
Mancos. Info: 970/533-9747 or 505/325-4195.

* DELAWARE SHORT TRACK -
Delaware Motorsports, Seaford
Speedway, Seaford. Info: 302/422-8661.

* FLORIDA MOTOCROSS - South Florida
Motocross Series, Thundercross Motorsports
Park, Okeechobee. Info: 941/357-6497.

* ILLINOIS SHORT TRACK - Pekin MC,
AMA, Pekin. Info: 309/697-4413 or
dirttrack17dir@juno.com.

IOWA MOTOCROSS - Goat Eyewear,
Sioux City. Info: 712/938-2153.

KANSAS HARE SCRAMBLES - KORR
Hare Scrambles Series, Rnd 5,
Whoopee Jeps, Wichita. Info:
316/684-7400.

KENTUCKY HARE SCRAMBLES - AMA,
Eagle Creek Park, Mason Lane,
Owenton. Info: 606/472-3442.

MEXICO MOTOCROSS - Too Much Fun
Promotions, La Playa MX GP Series, Rnd
2, Rosarito, Baja California.
www.toomuchfun.com.mx.

* MISSOURI MOTOCROSS - AMA,
Midwest Spring Championship Series,
Midwest Xtreme Park, Merwin. Info:
660/267-3400.

MISSOURI MOTOCROSS - Buffalo MX.
Info: 417/345-6981.

MISSOURI MOTOCROSS - Top Gun
Series, Rnd 3, Possum Hollow MX,
Haltown. Info: 417/581-1977.

MISSOURI MOTOCROSS - NMA
Qualifier, Ozark Region, Rnd 3, Radical
Rob's MX, Halfway. Info: 417/445-3753.

MISSOURI MOTOCROSS - Wide Open
Motocross Park, Lebanon. Info: 417/588-9777.

MISSOURI MOTOCROSS - AMA, District
18, Finger Lakes State Park, Columbia.
Info: 314/488-3174.

* MISSOURI HARE SCRAMBLES -
Missouri Hare Scrambles Championship,
Columbia. Info: 417/537-8406.

MONTANA MOTOCROSS - High Country
Motorcycle Association, Billings.

* NEBRASKA MOTOCROSS -
Cornhusker Motocross Circuit,
Phillipsburg, NMA qualifier. Info: 308/345-3744.

* NEBRASKA MOTOCROSS - Great
Plains Promotions, White Sands
Raceway, Ashland. Info: 402/556-5801 or
wsrmxpark@worldnet.att.net.

* NEW YORK MOTOCROSS - AMA,
Broome-Tioga Sports Center Inc., Rnd 3
Northeast Classic MX Series,
Binghamton. Info: 607/849-4438 or
www.broome-tioga.com.

NEW YORK MOTOCROSS - AHRMA
VMX Northeast Regional MX Series,
Monticello. Info: 914/429-9465 or
www.vintagemx.com.

* NEW YORK MOTOCROSS - Island
Motocross of New York Inc., Suffolk
Meadows Race Track, Yaphank. Info:
516/924-2399.

NEW YORK MOTOCROSS - AMA,
District 34, Claverack Motocross Club,
Claverack. Info: 518/828-6149.

* NORTH CAROLINA HARE
SCRAMBLES - Mid-East Hare Scrambles
Series, State Line MC, Airport, Hickory.
Info: 704/937-9177 or 704/484-9000.

OHIO PONY EXPRESS TOUR - ABATE
of Ohio, Region Zero, benefit the Susan
G. Komen Cancer Foundation, Tinkers
Creek Tap & Grill. Info: 330/425-7830 or
billbobbs@aol.com.

* OHIO HARE SCRAMBLES - CRA,
Salem Motorcycle Club Inc., Lisbon. Info:
330/482-2971 or 332-9465.

OHIO GRAND PRIX - Motocross Racing
Association, Delta Raceway, Delta. Info:
419/822-3006 or 734/241-1600 or
www.racemra.com.

* OHIO MOTOCROSS - Kenworthy's GP
Club, Kenworthy's MX Park, Troy. Info:
937/335-4763 or
www.kenworthysmxpark.com.

* OKLAHOMA CROSS COUNTRY -
Oklahoma Cross Country Racing
Association, Cooperland. Info: 405/390-5227 or members.aol.com/occr.

PENNSYLVANIA MOTOCROSS - Belco
Inc., Spring Series, Steel City USA,
Delmont. Info: 304/284-0084.

* PENNSYLVANIA MOTOCROSS -
Pagoda Motorcycle Club, AMA, District 6,
Birdsboro. Info: 610/582-3717.

PENNSYLVANIA HARE SCRAMBLES -
M&G Racing, Hare Scrambles Buddy
Race, Beaver Valley Raceway,
Hookstown. Info: 724/693-2880.

PENNSYLVANIA MOTOCROSS - M&G
Racing, Beaver Valley Raceway,
Hookstown. Info: 724/693-2880.

RHODE ISLAND AMATEUR TRIALS -
New England Trials Association, Rhode
Island Trials Club, Exeter. Info: 781/938-9298 or <http://people.ne.mediaone.net/trials-net/index.html>.

* SOUTH CAROLINA MOTOCROSS -
Victory Sports, AMA Carolina Ultra
Series, Rnd 5, Sandhills MX Park,
Chesterfield. Info: 423/323-5497 or
www.victory-sports.com.

* SOUTH CAROLINA CROSS
COUNTRY - Carolina Cross Country
Series, Turkey Creek, Edgefield. Info:
843/558-3031.

TENNESSEE MOTOCROSS - first
annual ATM MX Series, Five Oaks MX,
Sale Creek. Info: 423/332-9092.

TENNESSEE HARE SCRAMBLES - Mid-
South Summer Series, Clarksville. Info:
615/859-0873.

* VIRGINIA MOTOCROSS - AMA, District
13, Birch Creek Motorsports, Final
Round, U.S. Eastern Spring Series, Birch
Creek Motorsports Park, Darville. Info:
804/724-4392.

WASHINGTON MOTOCROSS - AMA,
District 27, Evergreen State
Championship Series, Seattle MC,
Connell. Info: 206/433-8706.

* WYOMING MOTOCROSS - HPMA,
Rnd 4, Powder Basin Motocross Club,
Powder Basin MX Track, Gillette. Info:
307/261-3100.

Mon, May 17

* GEORGIA MOTOCROSS - Echconnee
MX Championship, Macon. Info: 912/788-8227 or 956-5420.

May 20-23

WEST VIRGINIA MOTORCYCLE MEET -
CBX International Owners Association,
ICOA East Coast National Meet,
Marlington Motor Inn, Marlington. Info:
570/288-5600 or <http://www.cbclub.com>.

Fri, May 21

CALIFORNIA SPEEDWAY - Fast Fridays
Speedway Racing, FIM World
Championship Qualifier, Gold Country
Fairgrounds, Auburn. Info: 530/878-7223
or <http://speedwaybikes.com>.

CALIFORNIA MOTOCROSS - CMA,
Little Okie Spring Series, Madera. Info:
559/673-8080.

* MICHIGAN MOTOCROSS - Motocross
Racing Association, Milan Cycle City,
night race, Milan. Info: 734/439-7735 or
734/241-1600.

* OHIO MOTOCROSS - Broken Spokes
Raceway, New Philadelphia. Info:
330/339-9265.

OHIO SPEEDWAY - Lawrenceburg
Motorcycle Speedway, night race. Info:
513/662-7759.

May 22-23

CALIFORNIA DUAL SPORT - Sheetrock
300, Oakland Motorcycle Club, AMA,
Stonyford Rodeo Grounds, Stonyford.
Info: 925/229-1980 or 925/229-9134.

CALIFORNIA MINI ROAD RACE -
Northern California Mini Road Racing
Association, Prairie City SVRA,
Sacramento. Info: 916/722-5517 or
ncmrra@aol.com.

GEORGIA DIRT TRACK - Southern DT
Series, Checkered Flag Speedway, Short
Track, GFTL, Danielsville. Info: 770/962-7888 or 339-3997.

MICHIGAN ROAD RACE - Great Lakes
Road Racing Association, Rnd 3, Grattan.
<http://www.glrta.com/schedule.htm>.

MICHIGAN MOTOCROSS - NMA North
Central qualifier, Mopa Clubgrounds,
Grand Rapids. Info: 616/554-8071.

OHIO TRAIL RIDE - Buckeye Dual
Sporters, McArthur. Info: 740/380-3050.

* OKLAHOMA MOTOCROSS - AMA,
area qualifier for Lorretta Lynn's,
Cooperland Raceway, Stillwater. Info:
405/743-1515 or www.cooperland.com.

* SOUTH CAROLINA MOTOCROSS -
Victory Sports, AMA Carolina Ultra
Series, Rnd 6, Camp Coker Motorsports
Park, Society Hills. Info: 423/323-5497 or
www.victory-sports.com.

* SOUTH CAROLINA MOTOCROSS -
Pro-Am Series, Victory Sports, AMA,
United States Mega Series, Camp Coker
Motorsports Park, Society Hills. Info:
423/323-5497 or www.victory-sports.com.

* UTAH MOTOCROSS - Loretta Lynn's
qualifier, AMA, MX Sport Promoter,
Cedar City. Info: 435/559-RACE or
tanner@ixmsnet.com.

Sat, May 22

* ALABAMA MOTOCROSS - North-South
Shootout, AMA, Kilpatrick Motocross,
Albertville. Info: 256/561-3495.

ARKANSAS MOTOCROSS - Cleburn
County Speedway, Heber Springs. Info:
501/362-6325.

* CALIFORNIA SPEEDWAY -
International Speedway, Youth Minicycle
Series, Rnd 1, Celebrity XR Death Match,
Orange County Speedway, Costa Mesa.
Info: 949/492-9933 or
www.cmspeedway.com.

CALIFORNIA MOTOCROSS - REM,
Saturday MX, Glen Helen, San
Bernardino. Info: 619/484-1441.

* CALIFORNIA MOTOCROSS - CMC,
Marysville Motocross, night race,
Riverfront Park, Marysville. Info: 530/695-2727 or <http://marysvillermx.com>.

CALIFORNIA SHORT TRACK - Lodi MC,
AMA, District 36, Lodi Cycle Bowl, Lodi.
Info: 209/833-0639 or 209/368-7182.

CALIFORNIA MOTOCROSS - CMXR,
Sherpa Motorsports Series, Rnd 4, Mini
Day, Carlsbad. Info: 888/550-MOTO or
www.carlsbadmx.com.

* CALIFORNIA MOTOCROSS -
WestCoast Motorsports, Starwest Spring
Series, Starwest MX Park, Moreno
Valley. Info: 909/657-8845 or 909/943-4535.

* CALIFORNIA SUPER TT - STTARS
Super TT, American Racing Series,
Southwest, Rnd 5, Mesa Marin
Speedway, Bakersfield. Info: 949/768-4626 or www.supertt.com.

Calendar listings are a free service for Cycle News readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

* COLORADO SUPERCROSS - SRAC/Mazda SX Series, Rnd 3, Extreme Promotions, Grand Junction. Info: 303/988-7722 or 303/989-7436.

COLORADO FLAT TRACK - VDTA All-Stars Flat Track Racing Series, night race, Erie. Info: 719/541-2741.

GEORGIA SUPERCROSS - Outback Range and Recreation Center, Hazlehurst. Info: 912/375-0765.

GEORGIA MOTOCROSS - Southern Raceway Motocross, Bainbridge. Info: 912/246-3607 or 912/246-5088.

* IDAHO SHORT TRACK - Owyhee Motorcycle Club, OMC Club Grounds, Boise. Info: 208/922-3353.

MISSOURI MOTOCROSS - Sprout Patch MX, Billings. Info: 417/744-2593.

MISSOURI MOTOCROSS - CT Spring Series, Rnd 7, night race, Kingsville. Info: 816/779-5020.

* NEW YORK SHORT TRACK - AMA, Square Deal Riders Motorcycle Club, Amateur National, SDR Raceway, Harpersville. Info: 607/722-6195 or 607/693-2634.

* NEW YORK STADIUMCROSS - Frozen Ocean MX Park Inc., Auburn. Info: 315/784-5466 or www.frozen-ocean.com.

* OHIO MOTOCROSS - CRA, Malvern Motocross Park, Hardings Park Cycle Night, Malvern. Info: 330/262-4945.

* OHIO MOTOCROSS - Motocross Racing Association, Delta Raceway, night track, Delta. Info: 419/822-3006 or 734/241-1600.

OKLAHOMA MOTOCROSS - AMA, area qualifier, Cooperland Raceway, Stillwater. Info: 405/743-1515.

* OKLAHOMA MOTOCROSS - ARP, Ascot Park, night race, Fort Smith. Info: 501/474-1561.

* OKLAHOMA MOTOCROSS - Pro-Am Sports Inc., Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

PENNSYLVANIA CROSS COUNTRY - Racer Productions Inc., Brownsville Luzerne Park, Brownsville. Info: 304/284-0084.

RHODE ISLAND ENDURO - New England Trail Riders Association, Nervous Novice, Burrville. Info: 860/875-5757.

* TENNESSEE ARENACROSS - Jamestown Motocross Park, Rnd 6, Jamestown. Info: 931/879-8557 or 879-7459.

* VIRGINIA SHORT TRACK - Virginia Outlaw Series, Lizard Ridge Raceway, Bedford. Info: 540/586-1824 or 540/464-4606.

Sun, May 23

ARIZONA MOTOCROSS - Vintage Motocross, AVDRA Final, Speed World MX Park, Wittman. Info: 602/815-1790 or www.speedworldmx.com.

* ARKANSAS MOTOCROSS - Dirt Bike Mike Promotions, Arkansas Spring Series, Rnd 7, Arkansas Motorsports Park, Donaldson. Info: 501/337-4834 or 501/332-8904.

CALIFORNIA MOTOCROSS - CRC, Dunestown Series, Perris. Info: 805/272-8889.

CALIFORNIA GRAND PRIX - SRA GP, Glen Helen, San Bernardino. Info: 714/957-2985.

CALIFORNIA ROAD RIDE - second annual Ride The Coast, Santa Ana Auto Mall, Santa Ana. Info: 714/565-1098.

CALIFORNIA MOTOCROSS - AMP/GFI Spring Series, Hollister Hills GP Track, Rnd 5, Hollister. Info: 209/656-9682.

* CALIFORNIA MOTOCROSS - Cycleland Speedway, Chico. Info: 530/342-0063.

* CALIFORNIA MOTOCROSS - Phillipsville Motocross Spring Series, Phillipsville. Info: 707/943-3029.

CALIFORNIA ROAD RACE - Thunderhill Park, Sierra Sport Bike, Willows. Info: 530/934-5588.

CALIFORNIA HARE SCRAMBLES - Polka Dots MC, District 36, AMA, Mammoth Bar SVRA, Auburn. Info: 916/624-7407 or www.gvn.net/~polkadot.

* CALIFORNIA MOTOCROSS - SSC Motocross, Castaic Brick Spring MX Nationals, Hungry Valley MX, Gorman. Info: 805/294-0020 or www.sscmx.com.

CALIFORNIA MOTOCROSS - Over The Hill Gang, SRA GP, Glen Helen, San Bernardino. Info: 562/941-1515.

* CALIFORNIA MOTOCROSS - CMMC, Barona Oaks Raceway, Rnd 7, Ramona. Info: 760/752-8252 or www.baronaoks.com.

* CALIFORNIA SUPER TT - STARS Super TT, American Racing Series, Southwest, Rnd 6, Buttonwillow Raceway Park, Buttonwillow. Info: 949/768-4626 or www.supertt.com.

COLORADO FLAT TRACK - VDTA All-Stars Flat Track Racing Series, day race, Erie. Info: 719/541-2741.

COLORADO MOTOCROSS - AMA, District 25, Rocky Mountain Motocross Association, Spring Series, Rnd 7, Two Rivers Racing, Milliken. Info: 303/271-0190 or www.rmx.com.

* DELAWARE SHORT TRACK - Delaware Motorsports, Seaford Speedway, Seaford. Info: 302/422-8661.

FLORIDA MOTOCROSS - ProSports USA, Sunshine State MX Championship Series, Orlando MX Park, Orlando. Info: 352/242-2605.

GEORGIA ROAD RIDE - Pediatric Brain Tumor Foundation of the United States, Washington. Info: 828/665-6891.

* GEORGIA SUPERCROSS - Wings & Wheels Promotions, Bremen Race Park, Bremen. Info: 770/941-8464 or 770/537-0219 or dirtman23@aol.com.

* GEORGIA MOTOCROSS - CRC Inc., Camden Racing Complex, Woodbine. Info: 912/576-3000.

* ILLINOIS SHORT TRACK - Pekin MC, AMA, District 17, Pekin. Info: 309/697-4413 or dirttrackd17dir@juno.com.

INDIANA HALF-MILE - AMA, Fast Track Racing, Bucks PowerSports, Porter County Fairgrounds, Valparaiso. Info: 219/244-4234.

MARYLAND MOTOCROSS - AMA, District 7, Antietam MC, Howell Road, Hagerstown. Info: 301/797-8686 or 797-1607.

MICHIGAN TRIALS - Bent Fenders, MOTA, AMA, Mount Morris Road, Flushing. Info: 810/238-9100.

* MISSISSIPPI MOTOCROSS - Motocross 886, second annual Spring Championships, Pontotoc. Info: 601/489-8316.

* MISSOURI MOTOCROSS - AMA, District 18, HLR Motorsports Park, Moberly. Info: 660/263-4296.

MISSOURI ENDURO - BJEC, AMA Missouri Mudders, St. Joe Park, Park Hills. Info: 314/639-6373 or www.blackjackenduro.com.

MONTANA MOTOCROSS - High Country Motorcycle Association, Butte.

* NEBRASKA MOTOCROSS - Cornhusker Motocross Circuit, Friend, NMA qualifier. Info: 308/345-3744.

* NEW MEXICO MOTOCROSS - High Desert Racing Club, AMA, District 45, Aztec. Info: 970/533-9747.

* NEW YORK MOTOCROSS - Western New York Motocross Inc., Auburn. Info: 315/784-5466 or 784-5517 or www.frozen-ocean.com.

* NORTH CAROLINA HARE SCRAMBLES - Devils Ridge, North Carolina Hare Scrambles Series, Sanford. Info: 919/776-1767.

* OHIO MOTOCROSS - Motocross Racing Association, Sandusky Valley Riders MC, Tiffin. Info: 419/425-1515 or 734/241-1600.

OHIO POKER RUN - AMA, Dayton Motorcycle Club, Dayton. Info: 937/263-9321 or www.daytonmc.org.

OHIO HILLCLIMB - AMA Amateur Hillclimb, Pirate Promotions, Big Valley, East Palestine. Info: 330/426-4181.

PENNSYLVANIA CROSS COUNTRY - Racer Productions Inc., Brownsville Luzerne Park, Brownsville. Info: 304/284-0084.

* PENNSYLVANIA MOTOCROSS - AMA, Hurricane Hills Sports Center Inc., Rnd 4 Northeast Classic MX Series, Clifford. Info: 570/222-9290 or www.broome-tioga.com.

TENNESSEE MOTOCROSS - Fort Campbell Motocross Club, Clarksville. Info: 931/906-5598 or 931/552-3593.

TENNESSEE MOTOCROSS - KTMXA, TNT MX Park, Milan. Info: 901/987-9633.

* VIRGINIA MOTOCROSS - AMA, District 13, Virginia State Championship, Action Town USA MX Park, Dillwyn. Info: 804/724-4392.

* WASHINGTON MOTOCROSS - AMA, Loretta Lynn's qualifier and regional race, Washougal MX Park, Washougal. Info: 541/673-1671 or washougalmx.com.

May 28-29

PENNSYLVANIA MOTOCROSS - Racer Productions Inc., Amateur Day, High Point Raceway, Mount Morris. Info: 304/284-0084.

May 28-30

ILLINOIS SPRINGFIELD MILE - Pistol Racing, The Pistol Gardens, Springfield. Info: 217/527-1251 or 507/334-8243 or rgriz2@aol.com.

Fri, May 28

* CALIFORNIA SPEEDWAY - Fast Fridays Speedway Racing, night race, Gold Country Fairgrounds, Auburn. Info: 530/878-7223 or http://speedwaybikes.com.

* CALIFORNIA MOTOCROSS - KB Racing Promotions, night race, Sacramento Raceway Park, Sacramento. Info: 916/682-6123 or www.jps.net/kbracing.

CALIFORNIA MOTOCROSS - CMA, Little Okie Spring Series, Madera. Info: 559/673-8080.

* MICHIGAN MOTOCROSS - Motocross Racing Association, Milan Cycle City, night race, Milan. Info: 734/439-7735 or 734/241-1600.

* OHIO MOTOCROSS - CRA, Wayne County Speedway, Orville. Info: 330/948-4613 or www.waynecountyspeedway.com.

OHIO SPEEDWAY - Lawrenceburg Motorcycle Speedway, night race. Info: 513/662-7759.

OKLAHOMA MOTOCROSS - Field of Dreams, Okmulgee. Info: 918/758-0793.

May 29-30

CALIFORNIA MOTOCROSS - 7th annual Memorial Day MX Championships, Hollister Hills. Info: 415/587-8678.

* IDAHO MOTOCROSS - Wild West Nationals, Owyhee Motorcycle Club, Boise. Info: 208/922-3353.

WASHINGTON MOTOCROSS - International Old-timers MX, Washington Old-timers. Info: 253/840-0466 or http://www.seanet.com/~russr.

May 29-31

CALIFORNIA ROAD RACE - Thunderhill Park, NW/REG/DBL National, Willows. Info: 530/934-5588.

Sat, May 29

CALIFORNIA MOTOCROSS - REM, Saturday MX, Glen Helen, San Bernardino. Info: 619/484-1441.

* CALIFORNIA MOTOCROSS - GFI at Night Series, Starwest, Perris. Info: 909/653-4042.

CALIFORNIA POKER RUN - Marin County Motorcycle Association, first annual Gambonini Ranch Poker Run, AMA, District 36, Petaluma. Info: 415/455-5418 or www.xmax.com/mcma.

* FLORIDA SUPERCROSS - Ponca City qualifiers, West Florida Motocross Park, Milton. Info: 850/623-6038.

* INDIANA MOTOCROSS - Steeltown MX Club, Chrisney City Park, Steeltown MX Park, Chrisney. Info: 812/925-8850 or 888/957-RACE.

KANSAS MOTOCROSS - Racers Edge MX, Baxter Springs. Info: 417/833-1574.

* KENTUCKY MOTOCROSS - Daniel Boone MX, night race, London. Info: 606/877-1364 or www.mxaction.com.

* MICHIGAN MOTOCROSS - AMA, District 14, Dirt Riders Motorsports, Log Road Motocross, Coldwater. Info: 419/636-5430 or 419/636-7462.

MISSOURI MOTOCROSS - CT Spring Series, Rnd 8, night race, Kingsville. Info: 816/779-5020.

* NEW YORK STADIUMCROSS - Frozen Ocean MX Park Inc., Auburn. Info: 315/784-5466 or www.frozen-ocean.com.

* NORTH CAROLINA MOTOCROSS - Daniels Ridge MX, Taylorsville. Info: 828/758-4342 or 828/635-8635.

OHIO MOTOCROSS - Dirt Country Raceway, AMA, District 11, Blanchester. Info: 513/625-7350 or 513/625-9987.

* OHIO MOTOCROSS - Motocross Racing Association, Delta Raceway, night race, Delta. Info: 419/822-3006 or 734/241-1600.



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Sunday	May 23	Dunestown Series MX	Perris
Sunday	May 30	Dunestown Series MX	LACR
Monday	May 31	Dunestown GP	LACR

Wed. Practice May 12 to Sept. 29 - 4pm to 9pm
Fri. Practice May 28 to Sept. 24 - 4pm to 9pm
Sat. Practice Jan 9 to May 22 - 9am to 2pm
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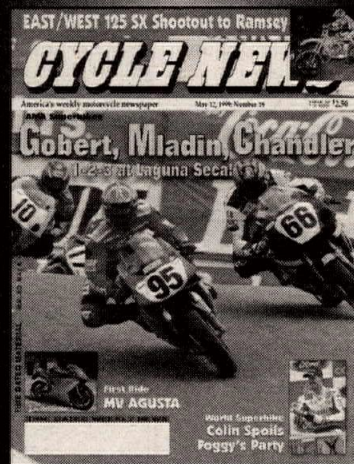
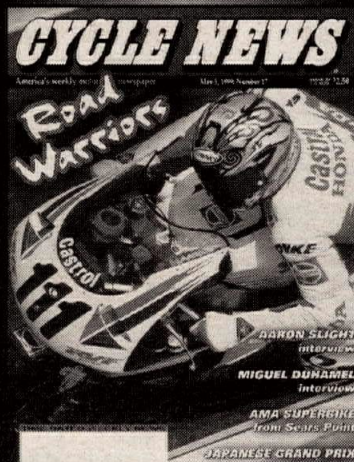
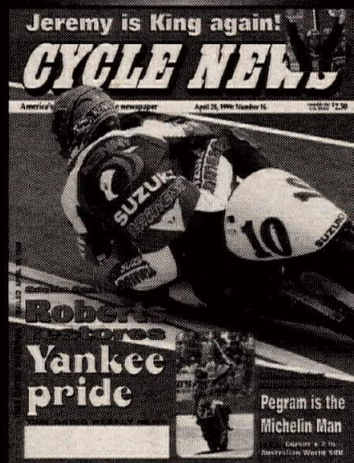
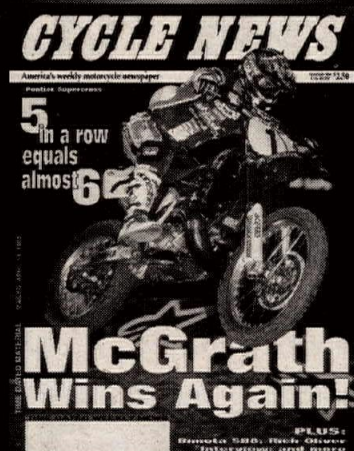
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Calendar

Calendar listings are a free service to Cycle News readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone; we must have a complete written calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

* OKLAHOMA MOTOCROSS - ARP, Ascot Park, night race, Fort Smith. Info: 501/474-1561.
* TENNESSEE MOTOCROSS - Jamestown Motocross Park, Rnd 6, Jamestown. Info: 931/879-8557 or 879-7459.
VIRGINIA MOTOCROSS - Powerline Motocross Playground, Spring Challenge '99, Floyd County, Willis. Info: 789-7260 or 789-7640.

May 30-31

CALIFORNIA HARE SCRAMBLES - Shirley Verbiscio Memorial Hare Scrambles, AMA, District 36, Gambonini Ranch, Petaluma, San Rafael. Info: 888/991-5180.
* COLORADO HALF MILE - Lincoln County Fairgrounds, Hugo. Info: 303/452-9929.
* FLORIDA ROAD RACE - CCS, Moroso Motorsports Park, West Palm Beach. Info: 561/793-3394.
* ILLINOIS DIRT TRACK TT - CI MC, AMA, District 17 TT Championship, Neoga. Info: 217/895-2143 or dirtrackd17dir@juno.com.
MICHIGAN MOTOCROSS - Baja Acres, Millington. Info: 517/871-3356.
* MISSOURI MOTOCROSS - AMA, Midwest Spring Series, Kahoka. Info: 660/727-3301.
MISSOURI MOTOCROSS - AMA, District 18, Cycle World, Hawk Point. Info: 314/338-4090.
* NEBRASKA MOTOCROSS - Cornhusker Motocross Circuit, McCook, NMA qualifier. Info: 308/345-3744.

Sun, May 30

CALIFORNIA MOTOCROSS - CRC, Dunestown Series, LACR, Palmdale. Info: 805/272-8889.
CALIFORNIA MOTOCROSS - AMP/GFI Spring Series, Oatfield Raceway, Rnd 6, Turlock. Info: 209/656-9682.
* CALIFORNIA MOTOCROSS - CMC, Spring Classic MX Nationals, Rnd 3, South, Badlands Raceway, Victorville. Info: 949/367-1141.
* CALIFORNIA MOTOCROSS - Motowest 7th annual Memorial Day MX Championship, Hollister Hills GP Track, Hollister. Info: 415/587-8678.
* CALIFORNIA MOTOCROSS - NMA, Grand National MX qualifier, Hollister Hills GP Track, Hollister. Info: 415/587-8678.
CALIFORNIA MOTOCROSS - Super Saturday MX Series, Rnd 5, Hollister. Info: 415/587-8678.
* CALIFORNIA MOTOCROSS - Motowest Racing, NMA, CMC Spring Classic, Hollister Hills GP Track, Hollister. Info: 415/587-8678.
CALIFORNIA HARE SCRAMBLES - Third annual Shirley Verbiscio Hare Scrambles, Marin County Motorcycle Association, AMA, District 36, Petaluma. Info: 415/455-5418 or www.xmax.com/mcma.
CANADA TRAIL AND DUAL SPORT - Blair Sharpless & Company, Kawasaki Trail Ride & Dual Sport Series, Jim Kelly Memorial Trail and Dual Sport Ride, Ganaraska Forest, Ontario. Info: 905/666-9734.
COLORADO MOTOCROSS - AMA, District 25, Rocky Mountain Motocross Association, Spring Series, Rnd 8, Sweney Cycle Park, Brush. Info: 303/271-0190 or www.rmx.com.

* DELAWARE SHORT TRACK - Delaware Motorsports, Seaford Speedway, Seaford. Info: 302/422-8661.
FLORIDA MOTOCROSS - ProSports USA, Sunshine State MX Championship Series, Dade City Raceway, Dade City. Info: 352/242-2605.
IOWA MOTOCROSS - AMA, District 22, MX Kingdom Inc., Adel Races at Dallas County Fairgrounds, Adel. Info: 515/285-6910.
* KENTUCKY MOTOCROSS - Daniel Boone MX, London. Info: 606/877-1364 or www.maction.com.
* MICHIGAN MOTOCROSS - AMA, District 14, Dirt Riders Motorsports, Log Road Motocross, Coldwater. Info: 419/636-5430 or 419/636-7462.
MISSOURI MOTOCROSS - Wide Open Motocross Park, Lebanon. Info: 417/588-9777.
MISSOURI MOTOCROSS - AMA, District 18, Spring Series, Rnd 5, Midwest Motorsports, Kahoka. Info: 660/727-3301.

* NEW YORK MOTOCROSS - Western New York Motocross Inc., Frozen Ocean MX Park, Auburn. Info: 315/784-5466 or 784-5517 or www.frozen-ocean.com.
* NORTH CAROLINA MOTOCROSS - Victory Sports, AMA Carolina Ultra Series, Rnd 7, Top Gun MX Park, Iron Station. Info: 423/323-5497 or www.victory-sports.com.
* NORTH CAROLINA MOTOCROSS - AMA, Districts 13 & 29, Dixieland Motorsports, Elizabeth City MX, Elizabeth City. Info: 757/549-7012 or www.ecmx.com.
* NORTH CAROLINA MOTOCROSS - Spring Series, AMC, Dirt World Promotions, Montrose MX Park, Raeford. Info: 919/554-4467.
OHIO GRAND PRIX - Motocross Racing Association, Delta Raceway, Delta. Info: 419/822-3006 or 734/241-1600 or www.racemra.com.
* OHIO MOTOCROSS - Sunset Ramblers MC, Galion. Info: 419/562-6931 or 562-7325.
OKLAHOMA MOTOCROSS - Ponca City MX Park, Oklahoma State Series, Rnd 6. Info: 405/722-9498.
* OKLAHOMA CROSS COUNTRY - Oklahoma Cross Country Racing Association, Tulsa Landfill. Info: 405/390-5227 or members.aol.com/occrca.
* OKLAHOMA MOTOCROSS - Oklahoma State Championship Series, Rnd 6, Ponca City Motocross Track, Ponca City. Info: 405/751-6616 or bakerboysokc.com.
PENNSYLVANIA MOTOCROSS - Racer Productions, Pro-MX National, High Point Raceway, Mount Morris. Info: 304/284-0084.

* PENNSYLVANIA MOTOCROSS - Sleepy Hollow MX Park, Blocker Entertainment, Fredericksburg. Info: 717/273-1180 or 717/865-5530.
SOUTH DAKOTA MOTOCROSS - 16th annual Memorial Day Race, Goat Eyewear, Yankton. Info: 605/665-9121 or 605/665-3512.
TENNESSEE HARE SCRAMBLES - Mid-South Summer Series, New Johnsonville. Info: 615/859-0873.
WASHINGTON ROAD RACE - Future West Promotions, Blaine Airport, Blaine. Info: 604/794-3824.
* WYOMING MOTOCROSS - HPMA, Rnd 5, Casper Dirt Riders, Casper MX Track, Casper. Info: 307/261-3100.

Mon, May 31

CALIFORNIA CYCLE SWAP MEET AND SHOW - Topping Events, Long Beach Veterans Stadium, Long Beach. Info: 714/557-1846.
CALIFORNIA GRAND PRIX - CRC, Dunestown GP, LACR, Palmdale. Info: 805/272-8889.
* CALIFORNIA MOTOCROSS - GFI Memorial Day Extravaganza, Perris Raceway, Perris. Info: 909/653-4042.
CALIFORNIA MOTOCROSS - AMP/GFI Racing Axo Spring Series, Final Round, Memorial Weekend, Oatfield Raceway, Turlock. Info: 209/656-9682.
MISSOURI MOTOCROSS - AMA, District 18, Spring Series, Rnd 6, Midwest Motorsports, Kahoka. Info: 660/727-3301.
* OHIO MOTOCROSS - Broken Spokes Raceway, New Philadelphia. Info: 330/339-9265.
* OHIO MOTOCROSS - Smith Road Raceway, Medina. Info: 330/725-8569.

Fri, June 4

* CALIFORNIA SPEEDWAY - Fast Fridays Speedway Racing, night race, Gold Country Fairgrounds, Auburn. Info: 530/878-7223 or <http://speedwaybikes.com>.
* MICHIGAN MOTOCROSS - Motocross Racing Association, Milan Cycle City, MX Drag Racing, night race, Milan. Info: 734/439-7735 or 734/241-1600.
OHIO SPEEDWAY - Lawrenceburg Motorcycle Speedway, Semi-Pro, night race, Lawrenceburg. Info: 513/662-7759.
OKLAHOMA MOTOCROSS - Field of Dreams, Okmulgee. Info: 918/758-0793.

June 5-6

CALIFORNIA MOTOCROSS - REM, Saturday MX, Glen Helen, San Bernardino. Info: 619/484-1441.

CALIFORNIA DUAL SPORT - Galpin Ford Dual Sport Series, Rnd 4, Sequoia Spenic Challenge, Lake Isabella. Info: 818/701-1913.
* CALIFORNIA MOTOCROSS - Phillipsville Motocross Spring Series, Phillipsville. Info: 707/943-3029.
CALIFORNIA ROAD RACE - Thunderhill Park, Green Flag, River City BMRS, Willows. Info: 530/934-5588.
* CALIFORNIA SUPER TT - STARS Super TT, American Racing Series, Southwest, Rnd 7, Streets of Willow Springs, Rosamond. Info: 949/768-4626 or www.supertt.com.
* COLORADO MOTOCROSS - SRAC/Mazda MX Series, Rnd 1, AMA/Four-Stroke National, Colorado Motorsports Promotions, Lakewood. Info: 303/988-7722 or 303/989-7436.
MICHIGAN ROAD RACE - Great Lakes Road Racing Association, Rnd 4, Geringer. <http://www.glrta.com/schedule.htm>.
MISSOURI TRAIL RIDE - Midwest Trail Riders Association, Lesterville. Info: 314/434-5095.
NORTH CAROLINA DRAG RACE - AMA, Prostar National Drag Racing Series, Rnd 4, Rockingham. Info: 256/852-1101.
* OHIO HARE SCRAMBLES - CRA, Salem Motorcycle Club Inc., Lisbon. Info: 330/482-2971 or 332-9465.
PENNSYLVANIA TRAIL RIDE - Dirty Dabbers, Mill Hall. Info: 717/726-3343.
* TENNESSEE MOTOCROSS - Pro-Am Series, Victory Sports, AMA, United States Mega Series, Muddy Creek Raceway, Blountville. Info: 423/323-5497 or www.victory-sports.com.

Sat, June 5

* ARIZONA MOTOCROSS - NMA qualifier, night race, Go Huge Racing Promotions, Ocotillo Raceway, Eloy. Info: 520/743-7727 or www.gohuge.com.
ARKANSAS SPEEDWAY - Cleburn County Speedway, Heber Springs. Info: 501/362-6325.
* CALIFORNIA SPEEDWAY - International Speedway, Harley Blow-out, Orange County Fairgrounds, Costa Mesa. Info: 949/492-9933 or www.cmspeedway.com.
CALIFORNIA SHORT TRACK - Lodi MC, AMA, District 36, Lodi Cycle Bowl, Lodi. Info: 209/833-0639 or 209/368-7182.
CALIFORNIA MOTOCROSS - CMXR, Sherpa Motorsports Series, Rnd 5, Bomber Day, Carlsbad Raceway, Carlsbad. Info: 888/550-MOTO or www.carlsbadmx.com.
* CALIFORNIA TT - Open Traction, Fasttrack Enterprises, Barona Speedway Park, Ramona. Info: 619/530-2174 or www.baronaspeedway.com.
FLORIDA SHORT TRACK - Orange County Raceway, FDTRA Series, Orlando. Info: 407/869-5388 or 407/381-4001.
* FLORIDA SUPERCROSS - Ponca City qualifiers, night race, West Florida Motocross Park, Milton. Info: 850/623-6038.
* IDAHO SHORT TRACK - Owyhee Motorcycle Club, OMC Club Grounds, Boise. Info: 208/922-3353.
* ILLINOIS HALF MILE - Prairie Thunder MC, AMA, District 17, Menard County Fairgrounds, Petersburg. Info: 309/538-4602 or dirtrackd17dir@juno.com.
IOWA MOTORCYCLE SWAP MEET - J&P Cycles 20th anniversary open house, Swap Meet and Ride-In Bike Show, Anamosa. Info: 319/462-6011.
IOWA MOTOCROSS - Goat Eyewear Contingency, Truesdale. Info: 712/732-2460.
IOWA MOTOCROSS - AMA, District 22, MX Kingdom Inc., Adel Races at Dallas County Fairgrounds, Adel. Info: 515/285-6910.
KANSAS MOTOCROSS - KORR MX Spring Series, Rnd 6, Whooomaster Jeeps, Wichita. Info: 316/684-7400.
* KENTUCKY TT - Paducah Dirt Riders, County Park Lane, Paducah. Info: 502/444-6438.
MISSOURI MOTOCROSS - Sprout Patch MX, Billings. Info: 417/744-2593.
MISSOURI MOTOCROSS - CT Summer Series, Rnd 1, Challenge Trax, Kingsville. Info: 816/779-5020.
* OHIO MOTOCROSS - Motocross Racing Association, Delta Raceway, night race, Delta. Info: 419/822-3006 or 734/241-1600.

OHIO MOTORCYCLE RUN - District 12 of Ohio Motorcycle Association Inc., Glass City Loto Run, Freemont. Info: 419/666-8413.

* OKLAHOMA MOTOCROSS - ARP, Ascot Park, night race, Fort Smith. Info: 501/474-1561.

* OKLAHOMA MOTOCROSS - Gold Cup Challenge, Kawasaki and Pro-Am Sports, Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

* PENNSYLVANIA SHORT TRACK - AMA, Armin Hostetter Trail-Way Speedway, Hanover. Info: 717/359-4310 or www.trail-wayspeedway.com.

PENNSYLVANIA CROSS COUNTRY - Youth Bike Grand National Cross Country, Racer Productions, Boyer. Info: 304/284-0084.

* TENNESSEE ARENA CROSS - Jamestown Motocross Park, Rnd 7, Jamestown. Info: 931/879-8557 or 879-7459.

Sun, June 6

CALIFORNIA MOTORCYCLE SHOW - 5th annual All American Motorcycle Show, Hidden Valley Park, Irvine. Info: 949/582-2371.

CALIFORNIA DUAL SPORT RIDE - Nor-Cal Expeditions, Redding/Shasta OHV Park, Redding. Info: 530/221-7647.

CALIFORNIA DRAG RACE AND CAR SHOW - 29th annual Antique Nationals, Los Angeles County Raceway, Palmdale. Info: 909/695-3713 or 909/787-0672.

* CALIFORNIA MOTOCROSS - SSC Motocross, Castaic Brick Spring MX Nationals, Hungry Valley MX, Gorman. Info: 805/294-0020 or www.sscmx.com.

* CALIFORNIA MOTOCROSS - CMMC, Barona Oaks Raceway, Rnd 8, Barona Oaks. Info: 760/752-8252 or www.baronaocaks.com.

CALIFORNIA MOTOCROSS - Riverside Old-timers, Gorman SSC, Gorman. Info: 714/996-8327 or 909/674-0603.

COLORADO MOTOCROSS - AMA, District 25 State Championship Series, Rnd 2, Rocky Mountain Motocross Association, Spring Series, Rnd 9, Erie. Info: 303/271-0190 or www.rmx.com.

* DELAWARE SHORT TRACK - Delaware Motorsports, Seaford Speedway, Seaford. Info: 302/422-8661.

FLORIDA MOTOCROSS - ProSports USA, Sunshine State MX Championship Series, Sun State Raceway, Ona. Info: 352/242-2605.

GEORGIA ROAD RIDE - Pediatric Brain Tumor Foundation of the United States, Atlanta. Info: 828/665-6891.

* GEORGIA MOTOCROSS - AMA, Georgia Promoters Group, Paradise Off-Road Park, Macon. Info: 912/475-5711.

* IDAHO MOTOCROSS - Owyhee Motorcycle Club, Boise. Info: 208/922-3353.

* ILLINOIS HARE SCRAMBLES - AMA, Mid-South Summer Series, Soil Series, Jonesboro. Info: 618/252-2062.

ILLINOIS HARE SCRAMBLES - AMA, District 17, Cahokia Creek Dirt Riders, White City. Info: 217/324-5069.

* INDIANA MOTOCROSS - AMA, District 15, Podium One Motoplex, Charlestown. Info: 812/256-5517 or podium.com.

IOWA MOTORCYCLE SWAP MEET - J&P Promotions Hillclimb, Swap Meet and Ride-In Bike Show, Anamosa. Info: 319/462-6011.

KANSAS MOTOCROSS - KORR MX Spring Series, Rnd 7, Inman MX. Info: 316/585-2429.

MARYLAND MOTOCROSS - AMA, District 7, Antietam MC, Howell Road, Hagerstown. Info: 301/797-8686 or 797-1607.

MARYLAND VINTAGE TRIALS - Mid-Atlantic Vintage Trials Series, Monrovia. Info: 410/775-7209.

MICHIGAN HARE SCRAMBLES - Bent Wheels Competition Club, Rose Valley Motel, Rose City. Info: 248/814-0624.

* MISSOURI MOTOCROSS - Midwest Spring Motocross Championship Series, Grain Valley MX Park, Grain Valley. Info: 816/331-6934.

MISSOURI MOTOCROSS - AMA, District 18 and YZ Bucks, Cycle World, Hawk Point. Info: 314/338-4090.

MISSOURI HARE SCRAMBLES - Missouri Hare Scrambles Championship, Poor Boys, Florence. Info: 417/537-8406.

MONTANA MOTOCROSS - High Country Motorcycle Association, Livingston.

NEBRASKA MOTOCROSS - Cornhusker Motocross Circuit, North Platte, NMA Qualifier. Info: 308/345-3744.

* NEBRASKA MOTOCROSS - Great Plains Promotions, White Sands Raceway, Ashland. Info: 402/556-5801 or wsmxpark@worldnet.att.net.

NEVADA HARE SCRAMBLES - Rimenders Hare Scrambles, MRANN, Rnd 4, Reno. Info: 775/322-1499.

* NEVADA MOTOCROSS - CMC, Spring Series, Silver State Raceway, Carson City. Info: 775/881-2291.

OHIO MOTORCYCLE RUN - District 12 of Ohio Motorcycle Association Inc., Continentals River Run, Junction. Info: 419/393-2625.

* OKLAHOMA MOTOCROSS - NMA qualifier, Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

* PENNSYLVANIA MOTOCROSS - Pagoda Motorcycle Club, AMA, District 6, Birdsboro. Info: 610/582-3717.

PENNSYLVANIA CROSS COUNTRY - Racer Productions Inc., Boyer. Info: 304/284-0084.

TENNESSEE MOTOCROSS - KTMXA, TNT MX Park, Milan. Info: 901/987-9633.

* WYOMING MOTOCROSS - HPMA, Rnd 6, Powder Basin MX Club, Powder Basin MX Track, Gillette. Info: 307/261-3100.

Fri, June 11

* CALIFORNIA SPEEDWAY - Fast Fridays Speedway Racing, night race, Gold Country Fairgrounds, Auburn. Info: 530/878-7223 or <http://speedwaybikes.com>.

* CALIFORNIA MOTOCROSS - KB Racing Promotions, night race, Sacramento Raceway Park, Sacramento. Info: 916/682-6123 or www.jps.net/kbracing.

KANSAS FLAT TRACK - VDTRA All-Stars Flat Track Racing Series, night race, Wichita. Info: 719/541-2741.

* KENTUCKY HALF MILE - Paducah Dirt Riders, Mayfield Fairgrounds, Mayfield. Info: 502/444-6438.

* MICHIGAN MOTOCROSS - Motocross Racing Association, Milan Cycle City, night race, Milan. Info: 734/439-7735 or 734/241-1600.

OHIO SPEEDWAY - Lawrenceburg Motorcycle Speedway, Semi-Pro, night race, Lawrenceburg. Info: 513/662-7759.

* WISCONSIN SHORT TRACK - AMA, Grand National Short Track, SSTs Ltd., Wisconsin H-D Dealers Association, Sheboygan County Fairgrounds, Plymouth. Info: 920/893-5751.

June 12-13

ARKANSAS MOTOCROSS - AMA-LL Regional Qualifier-Youth, Cedar Hill MX, Magnolia. Info: 888/222-9158.

CALIFORNIA ROAD RACE - Thunderhill Park, Northern California Karters, Willows. Info: 530/934-5588.

CALIFORNIA MINI ROAD RACE - Northern California Mini Road Racing Association, Prairie City SVRA, Sacramento. Info: 916/722-5517 or ncmra@aol.com.

* MICHIGAN MOTOCROSS - AMA, District 14, Dirt Riders Motorsports, Log Road Motocross, Coldwater. Info: 419/636-5430 or 419/636-7462.

MICHIGAN MOTOCROSS - Baja Acres, Millington. Info: 517/871-3356.

NEW HAMPSHIRE TRAIL RIDE - Merrimack Valley Trail Riders, Loudon. Info: 800/757-0203.

* PENNSYLVANIA MOTOCROSS - Dublin Gap MX Park, Newburg. Info: 717/249-6036 or www.doublingap.com.

* WASHINGTON SUPER TT - STTARS Super TT, American Racing Series, Northwest, Rnd 1, Bremerton Raceway, Bremerton. Info: 949/768-4626 or www.supertt.com.

* WASHINGTON MOTOCROSS - AMA, Loretta Lynn's regional, Washougal MX Park, Washougal. Info: 541/673-1671 or washougalmx.com.

WISCONSIN MOTORCYCLE SWAPMEET - J&P Promotions, 14th annual Motorcycle Swap Meet and Ride-In Bike Show, North Paddock area, Elkhart Lake. Info: 319/462-6011.

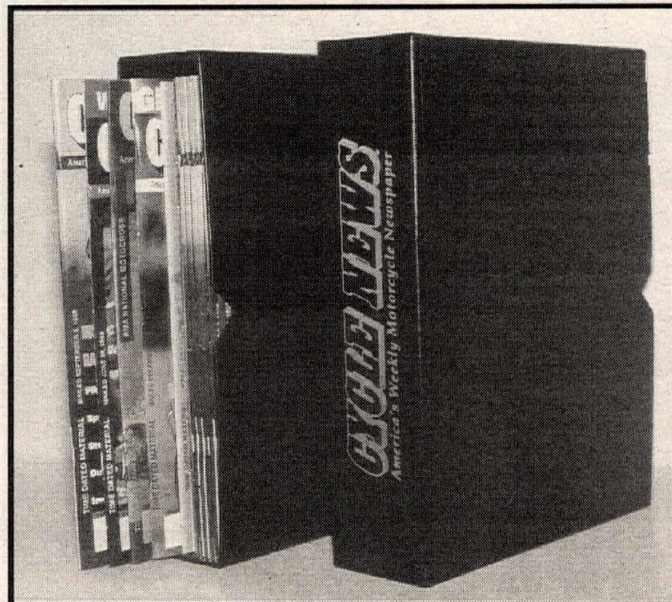
Sat, June 12

* CALIFORNIA SPEEDWAY - International Speedway, Trader Magazines Fan Appreciation Night, Orange County Fairgrounds, Costa Mesa. Info: 949/492-9933 or www.cmspeedway.com.

CALIFORNIA MOTOCROSS - REM, Saturday MX, Glen Helen, San Bernardino. Info: 619/484-1441.

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Event date: _____

Type of event: _____ Pro Payback: ☐ Yes ☐ No

Event sanction/promoter/sponsoring club: _____

Location of event: _____

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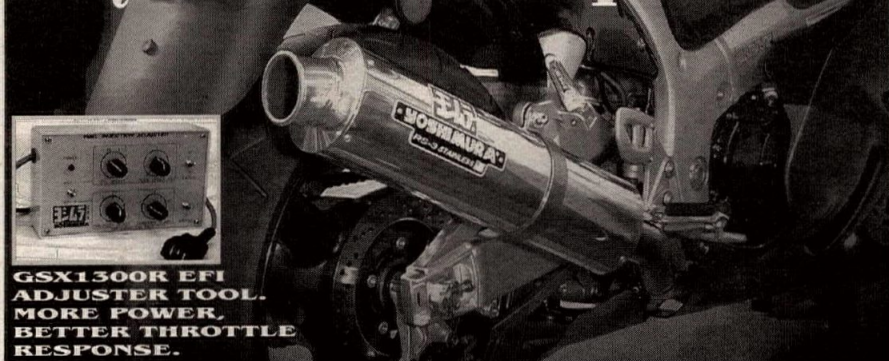
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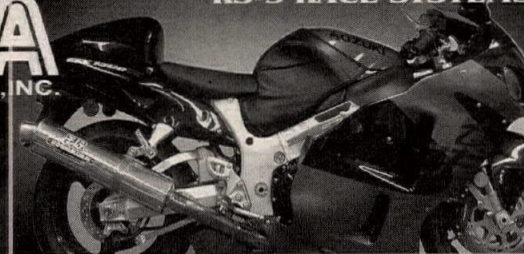
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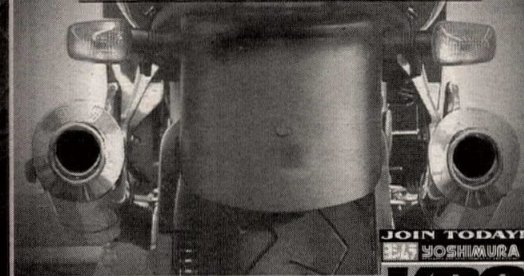
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Sales

Established Motorcycle/ Watercraft dealership in Santa Clarita, CA needs experienced sales person. Call Dick Allen (661)259-8460. CA

Moto Tech.

Experienced motorcycle tech. needed. No flat rate, no snowmobiles, no watercraft. Yamaha/Suzuki Motorcycles/ATV's. Philadelphia area. Martin Motorsports (610)323-0525. PA

Technician

Experienced multi-line Mechanic needed, excellent pay and benefits, must have good tools and references for busy Orange County top established dealer. Fax resume to Vic (949)645-3251, phone (949)646-2428. CA

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Florida dealer, established 13 years, needs experienced help: mechanic and parts counter help. For more details call David (352)596-8028. FL

Technicians

Galveston Honda Sea-Doo is looking for experienced watercraft mechanics. Must have own tools and Sea-Doo experience is a plus. Have new service shop with air conditioning. Fax resume to (409)938-3609 or call Chris at (800)342-7151. La Marque, TX.

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Growing multiline motorcycle, ATV, watercraft, snowmobile dealership. Must be willing to use computer, schedule work, handle warranty claims, deal with the public. Lightspeed experience helpful. Minimum two years experience. Mail resume to Leightons Cycle, 29 Calef Hwy, Lee, NH, 03824. Fax (603)868-1720, phone (603)868-7550, ask for Terry. NH

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Honda, Yamaha, Kawasaki, Sea-Doo dealership seeks qualified service administrator/manager, technician, sales and parts personnel. (512)459-3311 or fax (512)459-5236.

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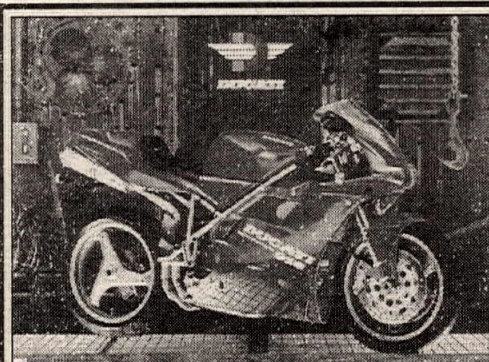
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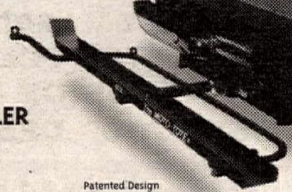
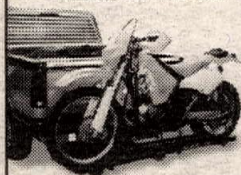


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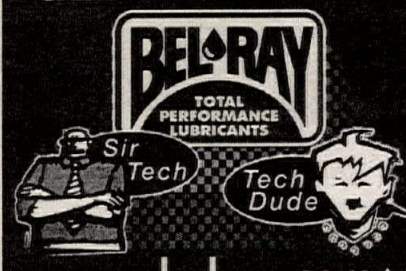


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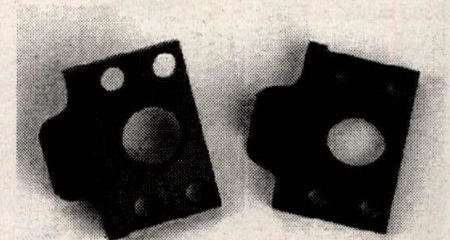
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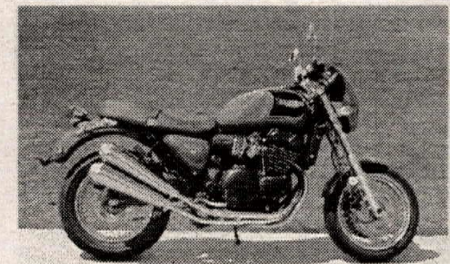
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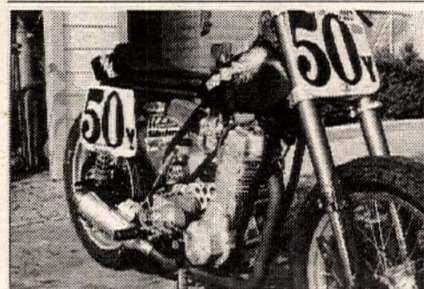
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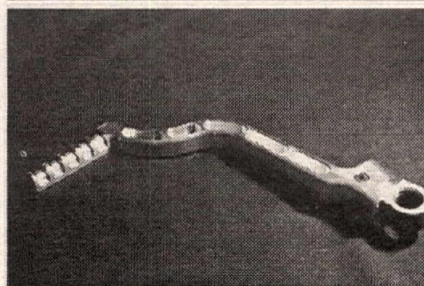
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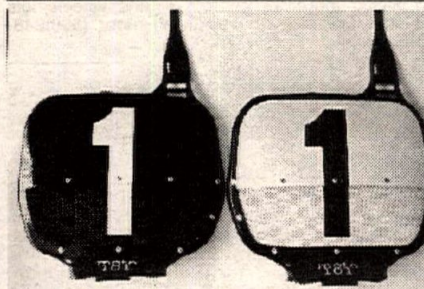
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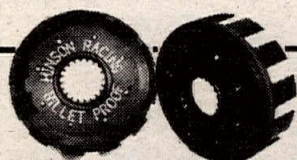
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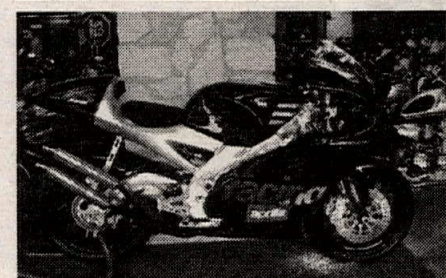
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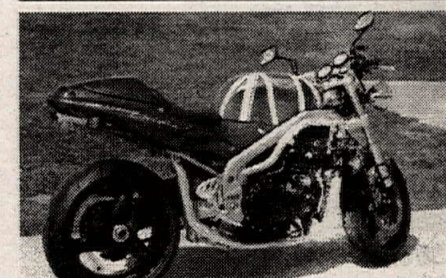


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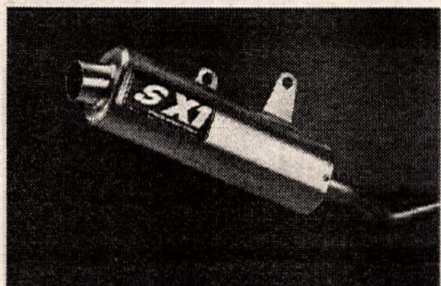
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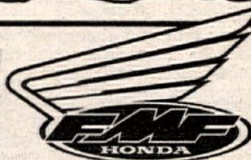
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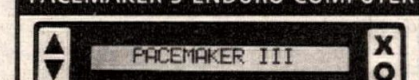
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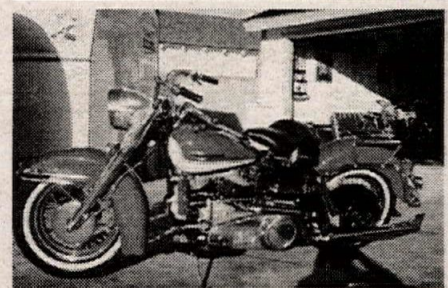
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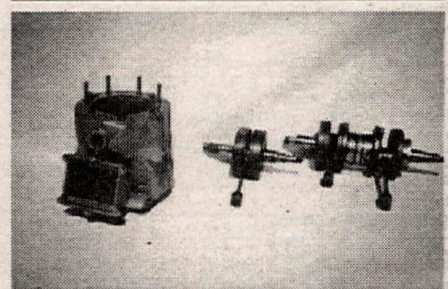


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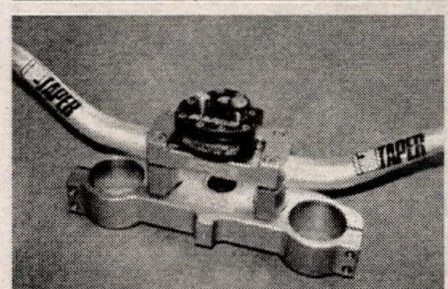
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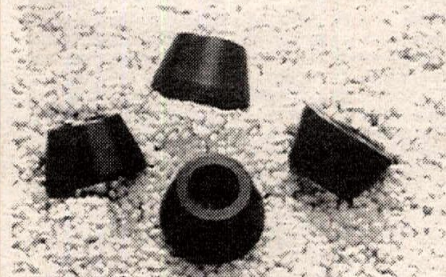
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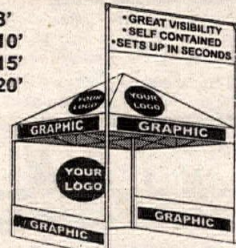
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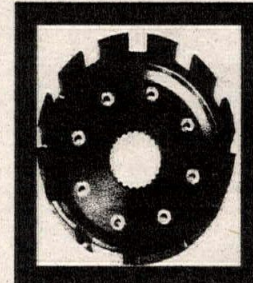
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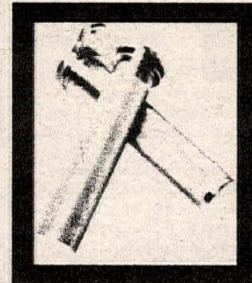
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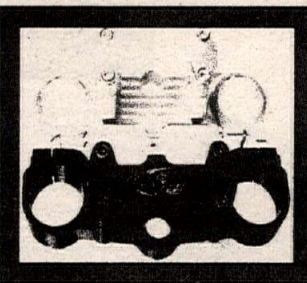
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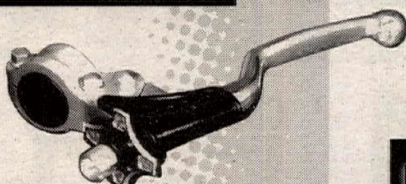
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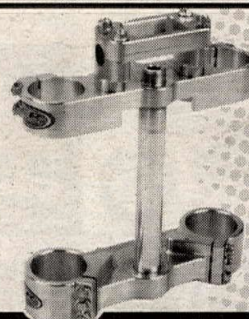
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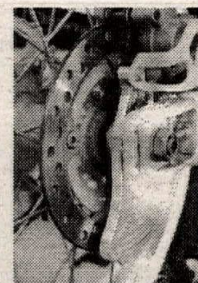
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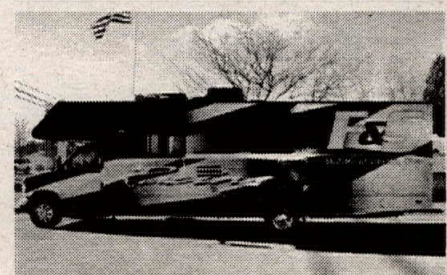


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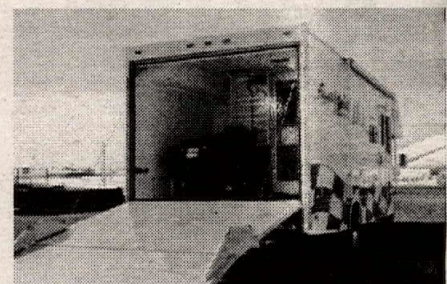


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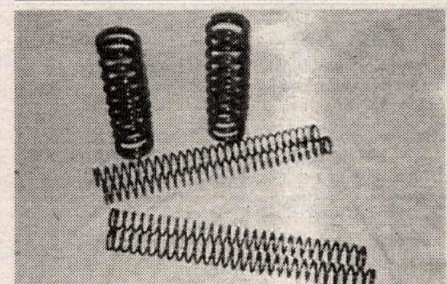


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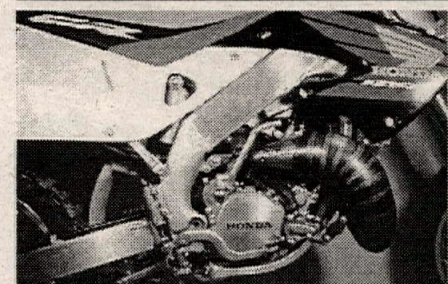
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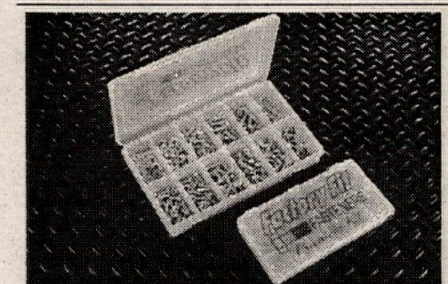


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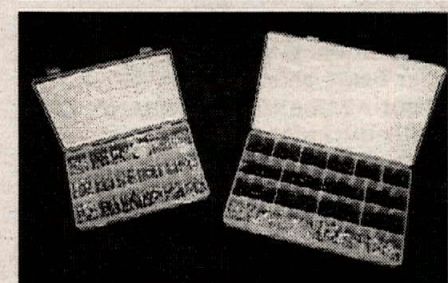


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Whether or not Mick Doohan returns from his latest injuries makes no difference. The moment that he hit the barrier at Jerez marked the end of an era. Even if he does come back and win again, as he has vowed - and it is by no means impossible for a man of his frighteningly powerful determination and depth of racing talent - his unbroken reign at the top has been interrupted, and an era closed.

An era, let it be said, that was rather sterile and dull.

Nobody can blame Mick for that. He was just way too good for the competition. The best of the rest have wilted under his fearsome determination and towering talent for the past five years. That's why it was so significant when Kenny Roberts Jr. resisted his charge from behind in Japan.

Throughout Doohan's reign, 500cc-class racing got duller and duller as he piled win upon win and title upon title. When anyone said this to him, he'd react with characteristic asperity: "What do you expect me to do about it - slow down?"

He could have afforded to. It was his particular misfortune that when he reached full strength, returning from his 1992 Assen leg injuries, it was to a Grand Prix field that could muster little better than Alex Criville in opposition - and the soft-centered Spaniard was easy meat for Mick.

This year was different. With Roberts on a transformed Suzuki, Max Biaggi on an improved Yamaha, and Honda continuing to slide into complacency while concentrating their engineering efforts on the 250 and the new V-twin superbike, Mick at last had someone to race against, and he doubtless relished the prospect.

Fate decreed otherwise. The Doohan era thus ended without him ever being able to claim the glory of winning the title from somebody really difficult to beat.

When the 33-year-old Aussie master thumped upside down into the Michelin hoarding and fell back to lie motionless in the gravel, it was hard not to fear the worst, after seeing the impact. Even when he did move one arm, his legs remained ominously still.

Mercifully (though he may not see it that way), the injuries were bad enough, but fixable: a broken right collarbone, lacerations to his back (from a fixing screw holding the advertising hoarding!), a fractured left wrist and, worst of all, a fracture to the top of his right tibia, just below the knee. This is the same leg that he broke at Assen in 1992, a famously troublesome injury, and was, according to GP medico Dr. Claudio Costa, "very fragmented." Having suffered very severely in 1992 from poor post-operative care - almost losing his leg - Mick opted to fly to San Francisco for surgery. There he consulted orthopedic surgeons Dr. Arthur Ting and Dr. Kevin Louie, both of whom have worked on straightening him out in the past.

Mick had already spoken about retiring at the end of this year.

Furthermore, he and his long-term girlfriend, Selina Sines, are expecting their first child in August. Everyone assumed that Mick would take this crash as a warning, and quit. This view might make sense to "normal" people, but it fails to take into account the incredible drive that makes Doohan who he is.

The fighting talk began within hours.

"I'll be back. I don't want to leave racing in the back of an ambulance,"

he said. Two days later came another statement, via the Shell Advance 250 team of which he is part-owner. "Crashes and injuries are part of racing. I always knew that, and if I was going to let that stop me, I probably would never have started," said Mick.

Though, according to Costa, it would normally take four to six months to recover from his leg injury, Doohan is not so patient. In fact, his team hopes that he'll be back in time for the Czech Republic GP at Brno on August 22 - a little over three months away, the other side of the summer break.

Nobody should be surprised if Mick wins races again before the end of the season. That's what he likes doing. That's what he does best. And by then, one or another rider is likely to be defending a championship position. At the same time, everyone should expect - or at least hope - that, having seen one more checkered flag, Mick will finally call it a day. He has, after all, given enough.

The trouble is, a racer at the top of his form often finds it hard to stop - and when younger guys come along to supplant him, possibly even harder. It is, without doubt, a kind of madness. An admirable, noble, fine and courageous kind of madness, but madness nonetheless. To find out why, one need only recall Wayne Rainey's words, spoken from a wheelchair, about how winning the title once, then twice, then three times turned out to be such an anticlimax that he was driven to destruction by the overpowering want to do it again.

It was the same sort of drive that sent Mick into the barriers at Jerez, for the crash was even more unnecessary than they usually are - an amateurish error. On the first day of practice, midway through a session that had started off wet, Mick was pushing on quite ridiculously hard when there really was no need. He'd carved several seconds off the time of the next-best man and was going for more still when he touched a white line, still wet although the track was dry, and was flicked violently off.

More surprising still was that he'd done the same thing a lap or two before, narrowly escaping crashing.

And for what? With dry weather forecast for the rest of the weekend, he wasn't going for pole position, since times would almost certainly be faster on Saturday. Even if not, there was plenty of time left in this session to let the track - and the white lines - dry fully before needing to go for it.

Quite simply, Doohan's motivation got the better of him. He is reputed to have said to his crew as he was being lifted from ambulance to medical center, "I didn't need that" - a statement that is true in pretty much every way possible.

Doohan has nothing left to prove. For five years, he's been the most decorated rider, with the biggest heaps of talent and the ability to focus it to achieve total domination. That focus slipped at Jerez on Friday afternoon.

I hope Mick reads this. I'd like to wish him the best, to hope for a speedy recovery with a minimum of pain and absolutely no medical complications this time. I'm sure every reader of *Cycle News* would join me in this.

But I'd be quite happy if I never again saw him risk his neck on a 500cc GP racer. Mick may prefer not to leave racing in an ambulance - but there are worse ways to end a brilliant career.

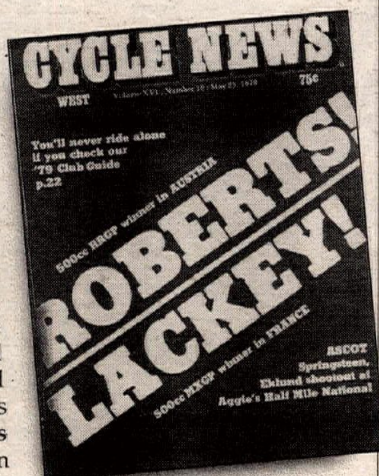
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MAY 23, 1979

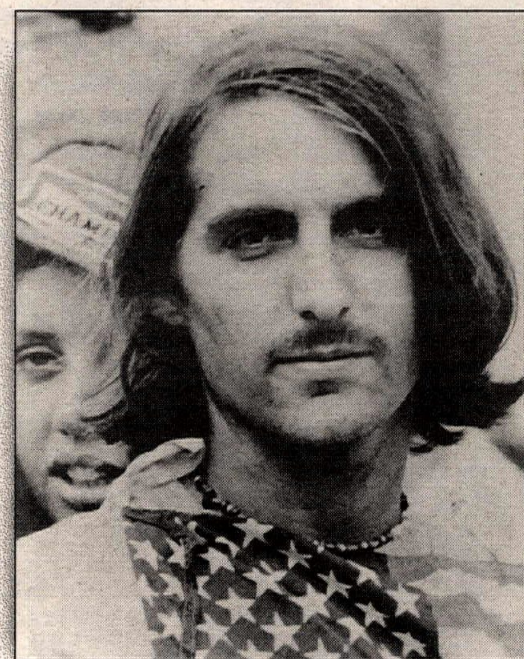
Who knew that Jay Springsteen (H-D) would still be winning races 20 years after his win at the Ascot Half Mile on May 12, 1979? Springer won the Ascot race after having spent a week in the hospital. Steve Elkund (H-D) was second, and Hank Scott (H-D) was third.... Kenny Roberts (Yam) won the Austrian 500cc Grand Prix, quickly silencing critics who said that the champ would struggle to get back to top form after his serious crash while testing in Japan. Roberts outran the Suzukis of Virginio Ferrari and Wil Hartog... In a rare upset, Terry Vance (Suz) lost to Wayne Buckler (Suz) in the Pro Stock Bike final at the NHRA Cajun Nationals in Baton Rouge, Louisiana... Brad Lackey (Kaw) was doing his best to bring America a 500cc World MX title. "Bad Brad" won the French Grand Prix with 3-1 moto scores... We also profiled Daytona 200 winner Dale Singleton.



10 YEARS AGO...

MAY 17, 1989

Scott Russell (Suz) won the first AMA National road race of his career at his home track, Road Atlanta, in Braselton, Georgia. Suzukis swept the podium, as David Sadowski and Jamie James finished second and third, respectively... Jeff Stanton (Hon) won the 250cc class and Damon Bradshaw (Yam) won the 125cc class at a muddy Meadowlands Supercross in East Rutherford, New Jersey... Larry Roeseler (Kaw) won the two-day John Zink ISDE Qualifier in Tulsa, Oklahoma, beating Aaron Hough (Kaw) by seven seconds... Dave Thorpe (Hon) stormed to a pair of moto wins for the overall victory at the Austrian 500cc MXGP... On the tarmac in Spain, Eddie Lawson (Hon) saw his hopes for a 500cc road racing title defense rekindled after Kevin Schwantz crashed out with a five-second lead. Lawson went on to his first GP win aboard a Honda. Wayne Rainey (Yam) was second, and Niall Mackenzie (Yam) was third.



Brad Lackey dedicated his young life to bringing a World 500cc Motocross Championship home to America. Lackey rode for Kawasaki, Husqvarna, Honda and Kawasaki again before finally achieving his goal aboard a Suzuki in 1982.



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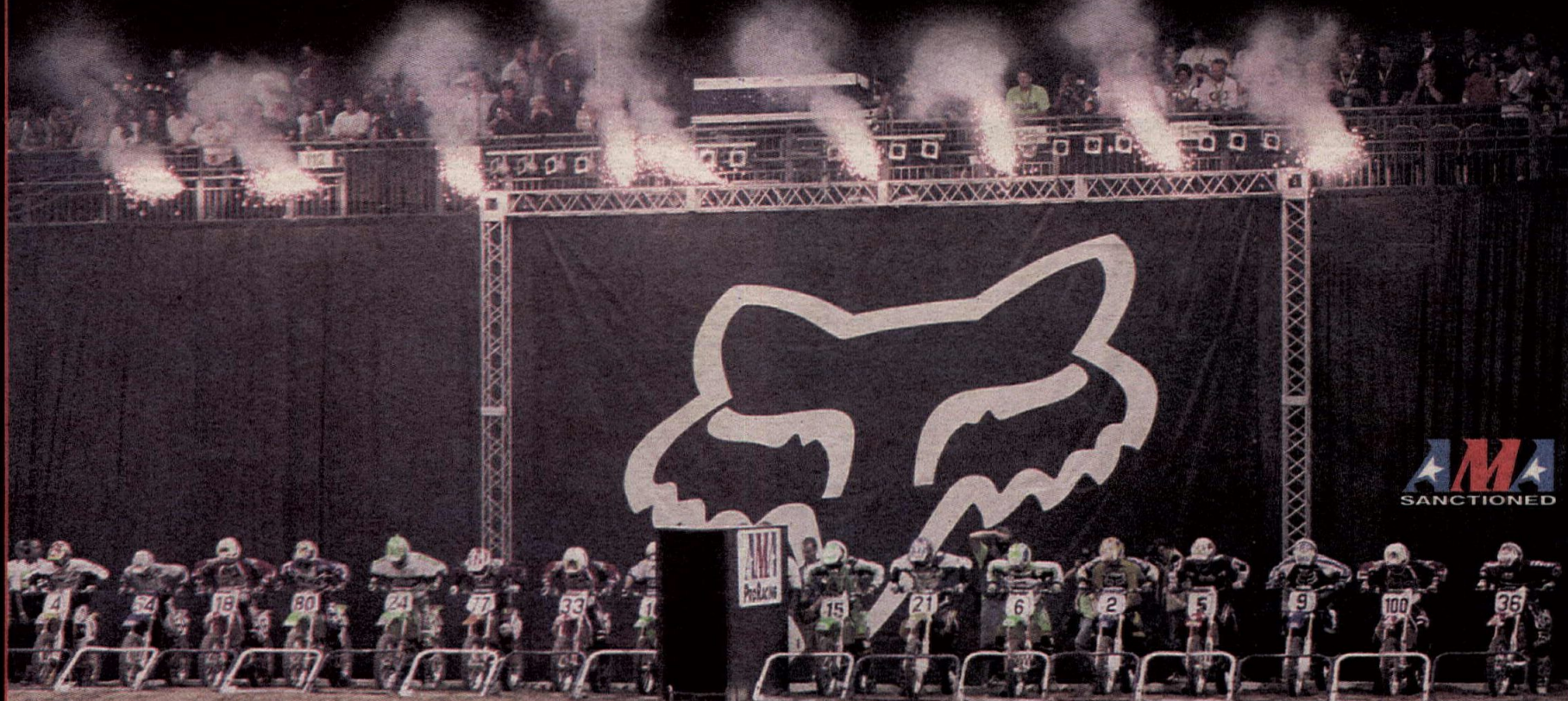
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